

# GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. XVI. No. 9.

CHICAGO, ILL., MAY 10, 1906.

PRICE \$1.50 PER YEAR  
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Ship it to us and thus realize  
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General Commission Merchants

Successors to Redmond Cleary Com. Co.  
Established 1854. Incorporated 1857.

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Car Load  
TablesReduce pounds to bushels in car load lots. Oats (32 lbs.), six  
tables, 20,000 to 80,000 lbs. Corn (56 lbs.), eight tables,  
20,000 to 108,000 lbs. Wheat (60 lbs.), eight tables, 20,000 to  
198,000 lbs. Barley (43 lbs.), six tables 20,000 to 86,000 lbs.  
The tables are printed in two colors on good paper. Price,  
Leather binding, \$2.00; Cloth binding, \$1.50.

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Office, 7 and 9 Upper 1st Street,  
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Buyers of Wheat, Corn, Natural  
and Clipped Oats, Choice Rye.  
Write for bids—your track.  
Grain Elevators on Grand Trunk Railway  
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I want Eastern and Southern trade  
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Sells on brokerage or commission, Grain, Feed, Hay,  
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**THE UNION ELEVATOR CO.**  
Buyers and Shippers of  
**Corn, Oats, Wheat, Hay & Straw**  
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We are in the market at all times for "off grades" of grain

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**WHEAT, CORN AND OATS,**  
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Elevator Capacity 500,000 Bushels.

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**Ear Corn, Oats, Buckwheat,  
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We make track bids. Let us hear from  
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Corn for Feeders. Milling wheat a specialty,  
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who ship East Union Line Via Indianapolis,  
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**Clark's** DOUBLE INDEXED  
**Car Register**

Is designed to afford ready reference to  
the entry or record of any car number.  
Its facing pages are ruled into five col-  
umns, those on the left hand page being  
numbered 0, 1, 2, 3 and 4; while columns  
on the right hand page are numbered 5, 6,  
7, 8 and 9. Each column is ruled into  
three distinct divisions with the follow-  
ing sub-headings; "Initial," "Car No."  
and "Record."

The marginal index figure represents  
the right hand or unit figure of the num-  
ber entered; and the column heading the  
second or tens figure. So in looking for,  
say 9846, we know it is on the page in-  
dexed 6, and in the column headed 4, and  
is quickest found by looking down the  
blue line for the third figure or 8. The in-  
stances in which these three figures appear  
in this combination will be so few that  
the required number can always be in-  
stantly found if properly entered.

The book is made of heavy ledger paper  
and well bound in half Russia. Size,  
11x14½ inches.

No. 40 contains 36 pages, with  
spaces for registering 9,000 cars.  
Price, \$1.50.

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**GRAIN DEALERS COMPANY,**  
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## Why the McVicker Gasoline Engine Is Most Economical For You

In the first place, it is built on an entirely different principle from that of the ordinary Gasoline Engine. The McVicker has only about one-third the parts of any other Gasoline Engine made. It is therefore much simpler in operation.

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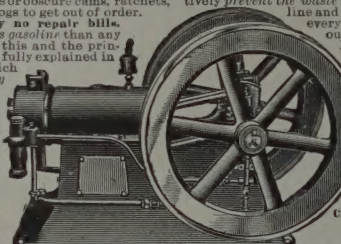
If you think of buying any kind of an engine, you owe it to your pocketbook to investigate the McVicker before you spend a penny.

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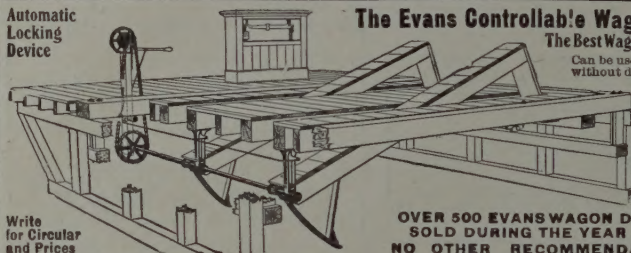
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The Best Wagon Dump Built

Can be used with and without dump scales.

Absolute  
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On Cards

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors, on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cents.

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255 La Salle Street, - Chicago, Ill.

### The Practical Gas Engineer



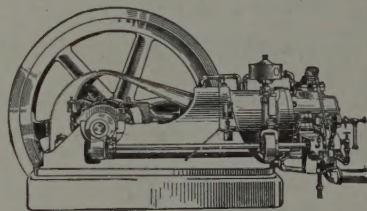
tells you what to do and how to do it when your engine gets out of order. It also tells all about the care and operation of a gas or gasoline engine.

A book written by a man of 12 years' practical experience with hydro-carbon engines. Bound in cloth, Price \$1.00.

Grain Dealers Journal

255 La Salle St.

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Olds Gas Engines and Pintsch Suction Gas Producers are built in the same plant—the engines are simple, economical and reliable (2 to 1600 h. p.—producers 2 to 2000 h. p.) and save 50% to 75% of your fuel cost.

We know each complete plant (producer and engine) will run right before it leaves the factory, perfectly adapted to the coals you will use. Operating costs are  $\frac{1}{3}$  to 1-5 of steam,  $\frac{1}{2}$  gasoline. Especially adapted for grain elevators.

$\frac{3}{4}$  inch shells where others use  $\frac{1}{2}$  inch, every elbow cross or tee fitted with cleaning holes, double closing changing hopper, special shaking-grates that remove clinker troubles.

Write for detailed information.

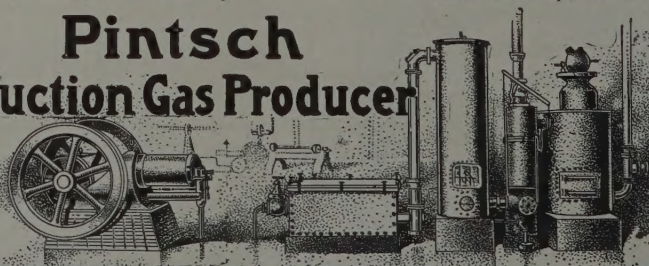
**OLDS GAS POWER CO.**

Formerly Olds Gasoline Engine Works

956 Chestnut Street,

LANSING, MICH.

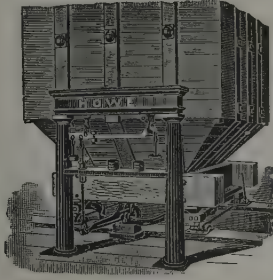
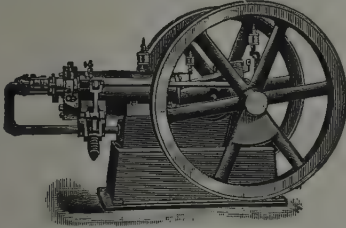
## Pintsch Suction Gas Producer





## CORRECT WEIGHTS AND RELIABLE POWER

Are needed in every elevator. Years of hard use have proven that **HOWE ENGINES** and **HOWE SCALES** meet every requirement.



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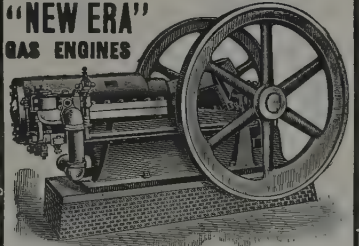
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MINNEAPOLIS

KANSAS CITY

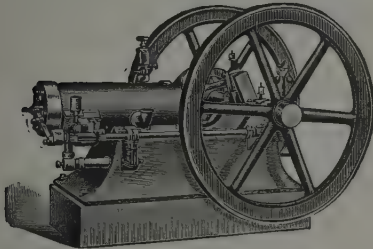
CLEVELAND

## "NEW ERA" GAS ENGINES



For Gas or Gasoline. Sizes 6 to 100 H. P.  
**THE NEW ERA GAS ENGINE CO.**  
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## CALLAHAN GASOLINE ENGINES



Grain Elevator Machinery and Supplies

**C. D. Holbrook & Co.**

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## OTTO ENGINES

**Bought in 1895—Been Running Constantly**

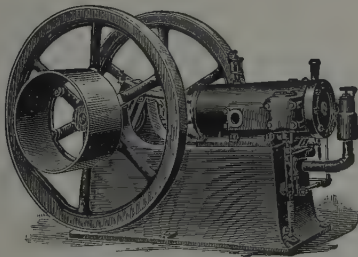
The Naugatuck News, Naugatuck, Conn., writing for supplies, incidentally remarks: "The engine has been a fine one, in fact the best investment we ever made." Surely a splendid tribute to pay to a piece of machinery. "Otto" design, "Otto" materials and "Otto" workmanship combine to make "Otto" excellence. "Otto" engines can never be "cheap" yet are always the **CHEAPEST**.



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**STANDARD OF THE WORLD**

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—Established 1860—



**LEWIS ENGINES**—Throttling Governor  
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Write us for full information.

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## Fairbanks Automatic Scales



For continuous, uniform and accurate weighing of grain.

### Fairbanks

Standard Track and Hopper  
Scales used the world over

## Fairbanks-Morse

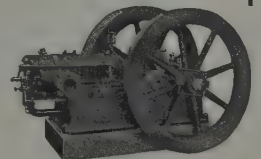
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Elevator Equipment

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Chicago, Ill.



# DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.



## POWER CAR LOADERS FOR ELEVATORS.

## BOSS CAR LOADER

FAIRFIELD, NEB., April 28, 1906.

MAROA MFG. CO., Maroa, Ill.

DEAR SIR:—We have used one of your No. 8 Boss Car Loaders for eighteen months and handled about 700,000 bushels of grain and we find the machine a great benefit in saving labor and in putting the grain into the car in much better shape than if done by hand. Yours truly,

CLAY COUNTY GRAIN CO.

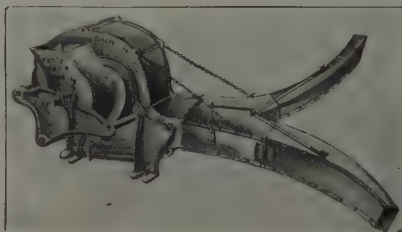


We have been making and selling "Boss" Car Loaders for more than five years, so they long since passed the experimental stage. The machine contains a fan and gives the grain its force partly by the current of air and partly by direct contact. The advantage of the latter is that less power is required for a given capacity than if the current of air alone was used, and we guarantee that it will not injure the grain in any way and in fact many of our customers have written us they got better grades when they used the loader. We make them in various sizes with capacities from 1,000 to 4,000 bushels per hour and the price is moderate for the service they render. We send them on trial when requested to do so.

MAROA MFG. CO., Maroa, Ill.

## The Daisy Car Loader

Loads All Kinds of Grain on One Speed



GRAIN entering hopper falls on inner surface of a drum, is carried once around, running off a deflecting plate, the centrifugal force being sufficient to drive grain through a pair of dividing spouts filling both ends of car to the roof. The spouts are then drawn up to load center. Guaranteed not to crack your grain and to use less speed than any loader on the market. Simply shift your belt to stop loader, as tight and loose pulleys are used on loader. Send for circular and prices to

**WELGE & LILLY, Maroa, Ill.**  
MANUFACTURERS OF DAISY CAR LOADER

MESSRS. WELGE &amp; LILLY, Maroa, Ill.

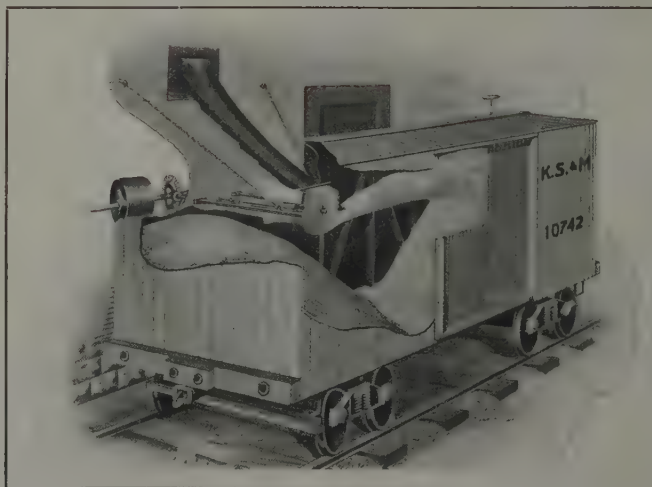
GRAND RAPIDS, O., Oct. 17, '05.

GENTLEMEN:—I have been using your Daisy Loader for two months and I am very well pleased with its work. Putting the grain back in good shape without having to enter the car. Not the least of its value is the improvement it will make in poor oats. Will be glad to say a good word to anyone you may refer to me. Yours truly

F. R. SOUTHWARD.

If you want anything for your elevator and do not know where to find it, write us.

## AUTOMATIC ROTARY CAR LOADER



OUR Automatic Rotary Car Loader is the best on the market. The grain is discharged from both ends at the same time diagonally into the center of the car at a point near the roof, loading the car to its utmost capacity. One man quickly and easily places the loader in position. It requires but 3 H. P. to operate. Capacity from 30 to 50 bushels per minute. Can be used at one or more loading places as desired.

Complete machine, including counter-shaft with tight and loose pulley . . . **\$55.00**

Each and Every Machine Fully Guaranteed.

Patented Feb. 21, 1899.

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"Car Loader does its work well and has paid for itself in improvement in grain."

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Oct. 2, 1905. Dousman, Wis.

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E. F. SCHROEDER,  
Jan. 31, 1906. Crown Point, Ind.

"The Car Loader works to perfection, am well pleased with same."

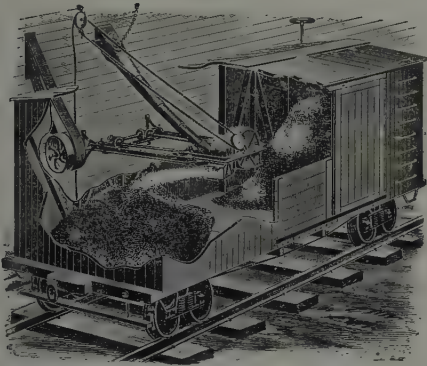
JOHN J. WALKER,  
Feb. 14, 1906. Riga, Mich.

**SKILLIN & RICHARDS MFG. CO., CHICAGO, ILLINOIS**  
EVERYTHING FOR YOUR ELEVATOR



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Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour.

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FOR 1906

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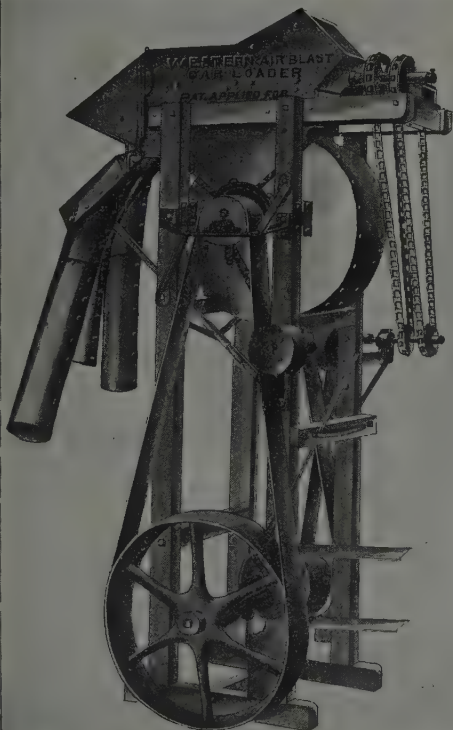
Will load your grain by air pressure without damage to the grain.

This machine has been given practical tests and it has been proven that it is the best machine for loading any kind of grain.

We have testimonials from practical men who are now using this machine, let us send them to you.

Prices and Terms on Application

MANUFACTURED ONLY BY  
**The Progressive Mfg. Co., Pana, Ill.**





# AIR DRIED GRAIN

(NOT KILL DRIED)

The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels capacity and up.

## "Ellis Grain Drier"

Macdonald Engineering Co.

Sole Manufacturers

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## "FIRE PROOF"

ALL STEEL

WHEN SO ORDERED - NO EXTRA COST  
OVER REGULAR MILL CONSTRUCTION



## "The New Cyclone"

1905

Manufactured Exclusively by

The Knickerbocker Company

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June 4-5, 1906

FOR THE

Tenth Annual Meeting

OF THE

[Grain Dealers'  
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**Grain Drying**  
you think of

**HESS**

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The Hess Grain Drier stands guard over the country's grain bins, insuring owners of soft grain from the dangers and losses of deterioration.

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We are pleased to announce that we now  
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## Full Line of High Grade Grain Cleaning Machinery

consisting of

Revolving Disc Aspirators  
Rotating Corn Cleaners  
Rotating Warehouse and Elevator Separators  
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Ideal Wheat Scourers  
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Oat Clippers, Etc.

We are sparing no expense in making these machines high-grade in every way. It will be to your interest to investigate Beall Grain Cleaning Machinery. Perhaps we are not the largest manufacturers of grain cleaning machinery in the world, but we KNOW that we are making a SUPERIOR line of machines. You can order from us with confidence. Each machine we build is up-to-date and will do the work thoroughly that it is intended to do.

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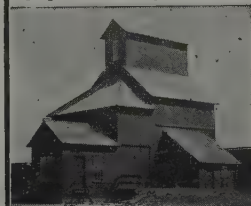
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EQUIPMENT, ELEVATOR EQUIPMENT**

Write for Plans

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Gasoline  
Engine

Simplest  
and least  
troublesome  
Engine  
made

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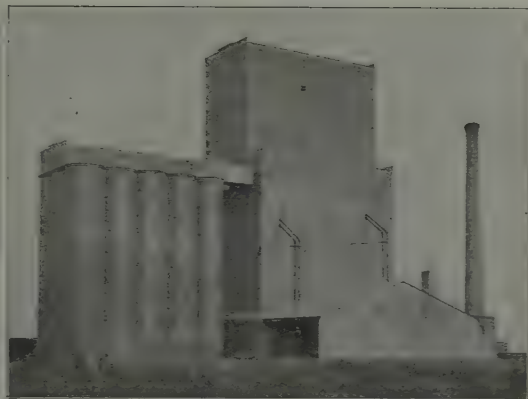
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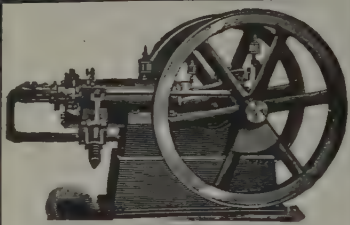
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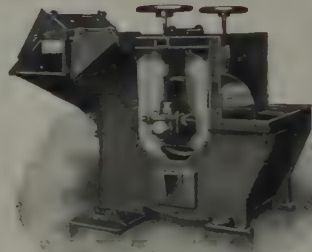
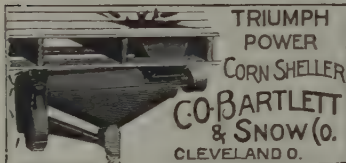
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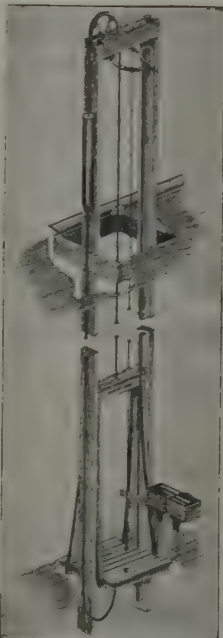
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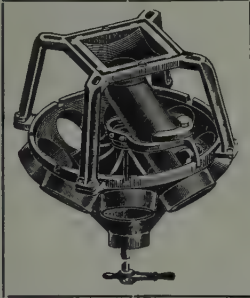
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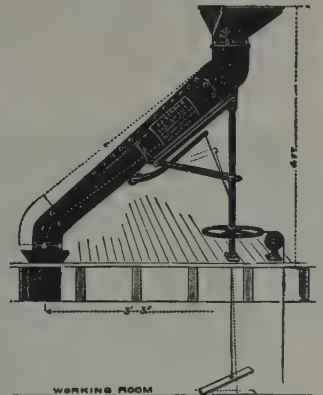
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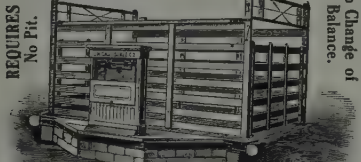
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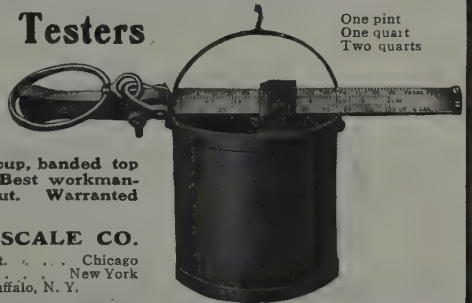
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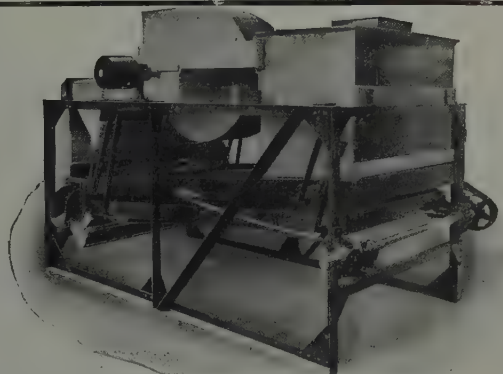
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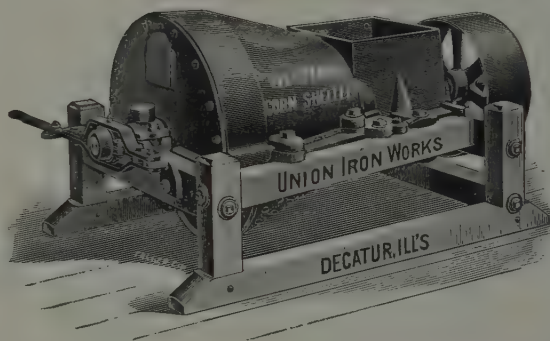
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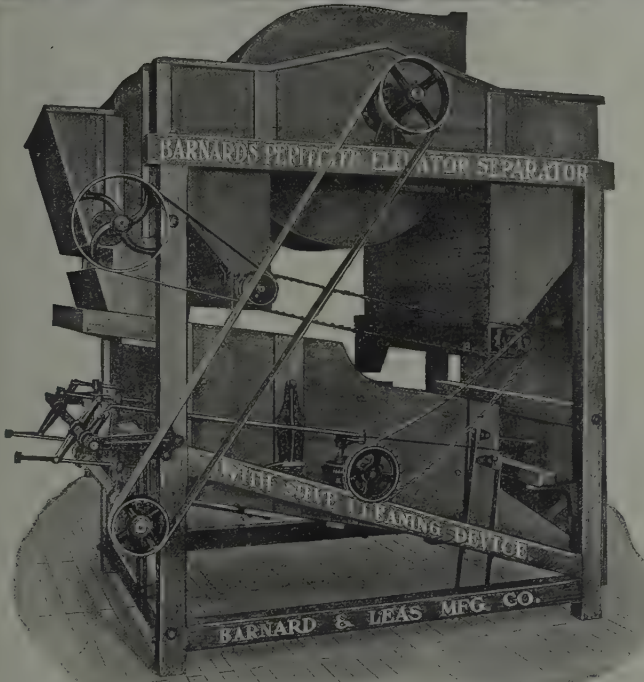
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POSITION WANTED by experienced bookkeeper and grain man. Station in good section on joint account preferred. Best references. Address Santa, Box 8, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as manager of a country grain business, with experience in lumber and grain. Best references. Address A. L. V., Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—As manager of country elevator; have been actively engaged in grain business for 18 years; last 10 years for myself. Address Indiana, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—As barley buyer for the coming season. Am a barley expert and can give first-class references and entire satisfaction. Address Barley Buyer, Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED—Position by young man as bookkeeper or manager of grain business. New town in western state preferred. Highest references in every particular. Address Rankin, Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—As traveling superintendent or auditor by a man well qualified by years of experience to give perfect satisfaction. Best of references. Address H. W., Box 8, Grain Dealers Journal, Chicago, Illinois.

SITUATION WANTED as manager of an elevator or grain buyer and bookkeeper in Oklahoma. Two years experience in the milling business and five years experience in the grain business. Best of references. Address F. E. Martin, Numa, Okla.

SITUATION WANTED by man with 28 years experience in grain business, 8 years as grain inspector; fully competent to handle any part of the elevator business. Expert judge of grain. Address F. W. H., Box 9, Grain Dealers Journal, Chicago, Ill.

GRAIN, BROKERAGE AND COMMISSION MEN—my specialty, expert telegraph operator; rapid on typewriter; traveled on road ten years; manager and board of trade experience; best references. Give me a trial. Address H. M. Talcott, 714½ Francis St., St. Joseph, Mo.

SITUATION WANTED—by young experienced grain man for next season, as manager of good cleaning house, traveler, or any position of trust. Experienced in buying, selling, bookkeeping, etc. At present employed as cleaning house manager. Best of references. Address Mers, Box 9, Grain Dealers Journal, Chicago, Ill.

## SITUATIONS WANTED.

POSITION WANTED—By young man with 7 years experience as buyer on commission at a 500,000 bushel grain point. Thoroughly understand the business. (Territory to be cut up by new railroad.) Would like position as buyer or manager for some western firm. Address Man, Box 9, Grain Dealers Journal, Chicago, Ill.

## MILLS FOR SALE.

FOR SALE—50 barrel roller mill. No other mill in the village. Terms to suit purchaser. Owner desires to retire on account of age. A. Richmond, Clifton Springs, N. Y.

FOR SALE—250 barrel full roller equipped flouring mill; also electric light plant supplying electricity for a village of 1100 inhabitants. Will sell separate. For full particulars address C. Tinker, Fenton, Michigan.

FOR SALE—Feed mill and coal business in connection; population 8,000 and has only one flouring mill. Splendid opportunity for young man. I wish to retire from business. Address Chas. N. Scheidt, Van Wert, Ohio.

FLOUR MILL, 100 barrels capacity, modern and in good condition for sale. Flour giving best of satisfaction. With elevator and coal business located in County Seat town in Northern Iowa. Reason for selling, have other business. Address I. W. Beers, Hamden, Conn.

FOR SALE—Our 40 Bbl. roller mill; about 40 acres of land; one five-room house; two two-room houses. Property is situated in the best wheat raising part of north Arkansas and the mill runs every day; good school and church. For further particulars address Box 10, R. F. D. No. 1, Summers, Ark.

FOR SALE—my one-half interest in the New Cambria Roller Mills and elevator; mill built of brick and stone; capacity 50 barrels; capacity of elevator 20,000 bushels; no opposition in grain business. By long odds the best paying business in the town. For full information call on or address Griff Powell, New Cambria, Mo.

MILL FOR SALE—A money-maker for right party. Corn meal, graham, buckwheat and feed mill for sale; doing a flour and feed jobbing business; also retail flour, feed and coal. Last year's business amounted to \$50,000, with good margin of profit. Reason for selling, ill-health, must have change of climate. Write at once. Address Central, Box 7, Grain Dealers Journal, Chicago, Ill.

MONTANA MILL AND ELEVATOR for sale. A first class steam mill, 200 Bbls. capacity; full roller and sifter system, with 30,000 bushel elevator in connection; all in good repair and up to date in every way. It is the only mill in the county; is situated in a growing town in the heart of a fine wheat country, with all the very best of hard wheat you can grind within easy reach. Mill runs the entire season; has a good merchant trade and the best of railroad facilities. The owner has other interests that take up all his time and cannot give the milling business proper attention. Address Montana, Box 9, Grain Dealers Journal, Chicago, Ill.

**ENGINES FOR SALE.**

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

WILL SELL our 8 h. p. gasoline engine at half price. Just put in 16 h. p. Jensen & Zapp, Emerson, Neb.

FOR SALE—36 h. p. gas or gasoline engine; used three months; good as new. Address Hammond, Box 7, Grain Dealers Journal, Chicago, Ill.

GAS ENGINE FOR SALE, 35 h. p. double cylinder, vertical; in good condition. Address Daly & Anderson, 74 W. Monroe St., Chicago, Ill.

FOR SALE—2½ h. p. Weber, almost new, \$60. 3 h. p. Backus, new, \$85. 2½ h. p. Weber, new \$90. Address H. Pittenger, 22 So. Canal St., Chicago, Illinois.

FOR SALE—One 8 h. p. vertical gasoline engine; Stickney make. Address N. W. Rfg., Cor. & Stg. Wks., Minneapolis, Minn.

NEW ERA gas or gasoline engine for sale, 26 h. p. Been in use for nine months. For particulars, reasons for selling, etc., write to S. B. Foot Co., of Red Wing, Minnesota.

FOR SALE—One 35 h. p. Russell engine 300 R. P. M.; one 30 h. p. Russell engine 300 R. P. M., fly wheel 42" x 9", cylinder 8" x 10". Address The Iola Portland Cement Co. of Texas, Dallas, Texas.

IT PAYS to buy a good engine; assume no risks! We can furnish you new improved Witte engines at figures that suit. Write us for catalog. Address Witte Iron Works Company, 526 West 5th Street, Kansas City, Mo.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Clds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE—One 12 h. p. White horizontal stationary gasoline engine; one 12 h. p. Erie City steam engine; one 12x8½x10 Worthington duplex steam pump, also several smaller sizes. All in good repair and at bargains. Enterprise Machine Co., Minneapolis, Minn.

**FOR SALE.**

1 6 h. p. Webster in good condition, \$175.

1 10 h. p. Thompson-Lewis, fair condition, \$175.

1 5 h. p. Charter old style, good condition. Will sell very cheap.

Lennox Machine Co.  
307 3rd St., South. Minneapolis, Minn.

**MISCELLANEOUS FOR SALE.**

CARD INDEX CABINETS at a bargain. 6 dwr. Globe \$5.10; 9 dwr. Library Bureau \$9; 12 dwr. Yawman & Erbe, \$10.80. Good condition. Round rods. Address 504 Traders Bldg., Chicago, Ill.

BARLEY DEGERMINATOR for sale. Made of oak with front and back of glass; dimensions 11 in. high x 7 deep and 15 in. wide, 8 adjustable glass shelves. Price \$5. Address 504 Traders Bldg., Chicago.

**FOR SALE.**

All kinds of elevator machinery, both new and second hand. Also steam engines, boilers and gasoline engines. Write us for catalogue.

ALLEN P. ELY & CO., OMAHA, NEB.

**SPECIAL BARGAINS.**

Brass grain testers, shellers, cleaners, crushers, feed and attrition mills, dust collectors, separators, scourers, oat clippers, steam cornmeal dryers and elevator specialties and machinery of all kinds. If you have not got what you want, know where to get it. Write for circulars, A. S. Garman Sons, Akron, Ohio.

**FOR SALE.**

1 pulley 30 inch diam. 1½ inch face.  
1 pulley 50 inch diam. 8 inch face.  
1 pulley 20 inch diam. 14 inch face.  
1 No. 3 Cornwall cleaner.  
1 No. 3 Dickey dustless grain separator.  
1 McGrath corn sheller, cap'y 900 bu.  
1 4 h. p. automatic steam engine.  
All the above is in good order.  
Nobbe Bros. Farmersville, Ill.

**FOR SALE**

6 Odell roller mills double,  
100 h. p. B. & W. water tube boiler,  
4—½ ft. burr mill,  
4 No. 2 Smith purifiers,  
1 Centrifugal flour dressing machine,  
28 elevator boots and heads with legs,  
belts and buckets complete,  
1 pair Howe 60 bushel hopper scales,  
2 flour packers,  
126 iron pulleys, various sizes,  
110 bevel and spear gears, various sizes.  
Lot of shafting, bearings, couplings, etc.  
All of above very cheap.

CHAS. F. SHERRIFF CO.,  
11 Jackson Bldg. Pittsburg, Pa

**PARTNERS WANTED.**

PARTNER WANTED—in one of the best feed mill propositions in Illinois. A fine town of 6,500 inhabitants; a fine territory. Would consider proposition on the entire property. Write at once for full information. Address John Kull, Pontiac, Ill.

**MACHINES FOR SALE.**

FOR SALE—One 9x24 Nordyke & Marmon three-pair high feed roll. A bargain. PATTY & COPPOCK, Fletcher, Ohio.

VICTOR CORN SHELLER NO. 0, capacity 200 to 300 bus. per hour; for sale cheap. Address Nat. Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One No. 1 Barnard & Leas Victor corn sheller. One No. 1 Barnard Leas dustless single screen cleaner. Address Wm. Suckow, Franklin, Indiana.

OAT CLIPPER for sale; capacity 1,000-1,200 bushels per hour; No. 9 Howes Grain Cleaner Co. make, practically new. Will sell cheap. The Sheets Bros. Elevator Co., Cleveland, Ohio.

**FOR SALE.**

1 No. 1 Wilford 3 roll feed mill.  
1 No. 2 Wilford 3 roll feed mill.  
Lennox Machine Co.,  
307 3rd St., South. Minneapolis, Minn.

FOR SALE—Having installed a gravity loader we have an Ideal car loader for which we have no use and is as good as new, which we will offer for \$20.00 F. O. B. our station. J. K. Hinkle & Co., Jamestown, Indiana.

FOR SALE—Two 12 inch double needle screen Invincible grain separators 88 No. 4 and 88 No. 5½. Both in first class condition. Need the room for other machinery. Address Young, Box 7, Grain Dealers Journal, Chicago, Ill.

**SCALES FOR SALE.**

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

STANDARD SCALES OF RECOGNIZED MERIT.

We meet every requirement of the best of the GRAIN TRADE. We are not controlled by, or in any way connected with, the "MONSTER" SCALE TRUST. Des Moines Scale & Mfg. Co., Des Moines, Iowa.

**MISCELLANEOUS.**

WRITE FOR my list of Ohio elevators. Aaron Smick, Decatur, Ill.

John A. Rice, with UNITED GRAIN CO. for years, is manager of Mills and Elevator Dept. for CAPITAL REALTY CO., Indianapolis, and CLAYBAUGH REALTY CO., Frankfort, Ind. Satisfaction guaranteed to both buyers and sellers. List with us; buy of us. All elevator correspondence with John A. Rice, Frankfort, Ind.

**Shippers' Record Book No. 20.**

Is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdraw, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.  
Price, \$1.75. Address

GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.



## SEEDS FOR SALE.

FIRE CURED seed corn for sale. Address The McKim Co., Thorntown, Ind.

PURE MACARONI seed, wheat and Odessa flax for sale. Address P. G. Tozier, Fargo, North Dakota.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

SEVERAL CARS of choice clean No. 1 seed flax for sale. Samples sent to the trade. Address St. John Grain Co., Heron Lake, Minnesota.

FIRST CLASS JOHNSON GRASS SEED for sale. Samples and prices on request. Address Lambertson Mill & Grain Co., Brownwood, Texas.

FOR SALE—Walker's Golden Dent seed corn; guarantee 95 per cent to grow; \$1.50 per bu. Special price in 10 bushel lots. Lew Huddleston, Winamac, Ind.

FANCY SELECTED Seed corn. Dent and Flint varieties, Millets, Clovers, Meadow Fescue, etc., for sale in car lots or less. S. G. COURTEEN, SEED MERCHANT, MILWAUKEE, WIS.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

## DWARF ESSEX RAPE.

Let us know how much you want. We will send you sample and make our best price delivered your station; also Pure Seed Flax, Fancy Timothy and Field Seeds of all kinds. Medium, Alsike, Mammoth Clover, etc. Address N. H. Adams & Son, Decorah, Iowa.

## Do You Want

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL. Twice each month for \$1.50 per year.

## Record of Cars Shipped FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount Freight, Other Charges, Remarks.

The book is 9 1/4 x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

**GRAIN DEALERS COMPANY**  
255 La Salle St., CHICAGO, ILL.

## SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

## GRAIN WANTED.

OATS WANTED in quantities. Send samples and quote. Address G. A. Knight & Sons, Dallas, Texas.

MILLING RYE wanted. Send samples and we will make prompt offers. T. G. White Cereal Co., Cedar Rapids, Iowa.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

PURE white corn wanted. Must be dry and free from yellow. Send average sample and get bid. Address Buffalo Cereal Co., Buffalo, N. Y.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

## HAY WANTED.

HAY AND STRAW wanted. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

QUOTE PRICE on No. 1 and No. 2 timothy, large bales, New York rate. Will pay top price for good hay. Edward G. Kaufer, Fort Lee, N. J.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

## GRAIN FOR SALE.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

## MISCELLANEOUS WANTED.

WANTED—a typewriter in good working order in exchange for a good second hand car loader. Adrs. Lock Box 27, Maroa, Ill.

NAMES WANTED of mills or jobbers who deal in COTTON SEED MEAL. Address Eastern, Box 4, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings's New England Telegraph cipher. Must be in good condition. Address Code, Box 4, Grain Dealers Journal, Chicago, Ill.

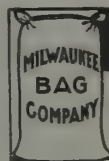
WANTED—lowest cash price on ten thousand second-hand, cotton, seamless grain bags. Must be in good condition and free from patches. Not less than 14 oz. bags. The McMorran Bros. Co., St. Paris, Ohio.

WANTED—Definite information regarding the efforts of the railroads now being made to buy elevators along their right-of-way. As I understand it, the carriers are permitting a portion of the freight due on each shipment to be applied on the purchase. Any information will be treated confidentially. M. M. & Co., Box 5, Grain Dealers Journal, Chicago, Ill.

## CLARK'S CAR REGISTER

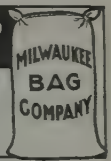
is designed especially to facilitate finding of record of any car. A time and labor saver. Invaluable to receivers.

Grain Dealers Co., Chicago, Ill.



## DO YOUR BAGS LAST?

If they don't stand the wear and tear incidental to shipping they are not the kind you want. MILWAUKEE BAGS are known for their quality and low prices. Send for price-list.



## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and <sup>50</sup>/<sub>100</sub> Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

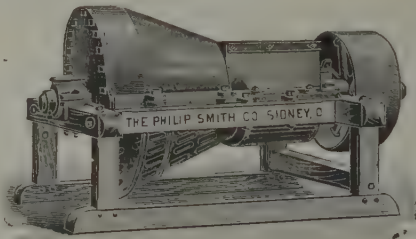
Capacity of Elevator.....

bus.

State.....

## The Ohio Corn Sheller

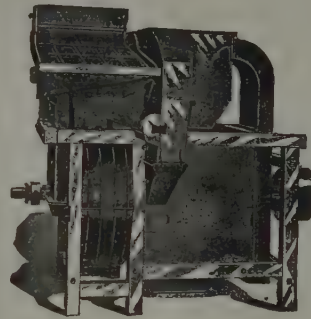
Is made for hard work. Will last a lifetime. Shells clean, does not crack the corn or break the cob. Will shell to its rated capacity. All you can ask of any sheller and more than you get from most shellers.



We can equip your new elevator complete from cupola to pit, and make prompt shipment too. Write us.

**The Philip Smith Co.**  
SIDNEY, OHIO

## INVINCIBLE OAT CLIPPER



This is the way it earns money for you.

1. Less power used.
2. Capacity greatest for power and space used.
3. Life of Machine longer.
4. Less attention needed.
5. Better quality of work done.

*It excels all on these points.*

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

**Invincible Grain Cleaner Co.**  
Silver Creek, N. Y.

Represented by

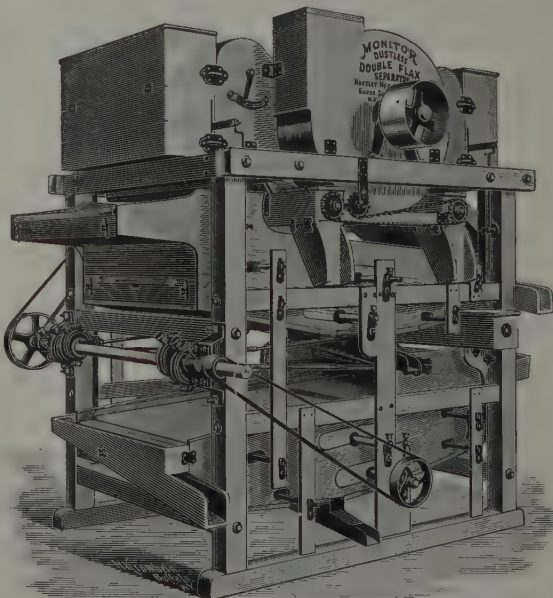
Geo. J. Noth, 501-502 Traders Bldg., Chicago, Ill., Phone Harrison 667.  
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.  
C. L. Hogle, Balcher Block, Indianapolis, Ind.

N. W. Representatives

Strong & Northway Mfg. Co., Minneapolis, Minn.

# Monitor Flax Separator

## Will Soon Pay For Itself



The Monitor Flax Separator is built in five styles. And any one of them adapted for your work, on your own floors, will soon pay the cost of installation.

How? Figure it out for yourself—

How much flax did you handle last season?

What was the average number of pounds dockage per bushel on flax shipped?

How much did you get out of it?

How much freight did you pay on this?

Then write us and let us explain how it would pay you to clean this flax and sell the screenings, free of flax, and how short a time it would take you to pay for installing THE MONITOR Flax Separator from the savings, and how your barley and wheat would grade better, and bring a better price if cleaned.

WRITE FOR THIS INFORMATION TO-DAY.

**Huntley Mfg. Company**  
Silver Creek, N. Y.

BRANCH OFFICES:

302 Traders Bldg., Chicago, Ill., F. M. Smith, Agent.  
316-318 4th Ave., So. Minneapolis, Minn., A. F. Shuler, Agent.  
121 Front St., New York, N. Y., J. W. Perrine, Agent.  
34-40 Beale St., San Francisco, Cal., Berger-Carter Co., Pacific Coast Agents.  
Hotel Savoy, Kansas City, Mo., H. C. Draver, Southwestern Agent.





GOLD MARKS SIGNIFYING QUALITY  
OF CIRCULATION HAVE BEEN  
AWARDED THE GRAIN DEALERS  
JOURNAL BY THE AMERICAN  
NEWSPAPER DIRECTORY

## GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

### Grain Dealers Company

255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,  
Manager.

#### Subscription Rates

To United States, Canada, and Mexico One

Year \$1.50; Six Months 75 cents.

To Foreign Countries within the Postal

Union, postage prepaid, \$2.00 per year.

A Red Wrapper on your Journal means

your subscription has expired.

#### The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

#### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as  
Second-Class Matter.

CHICAGO, ILL., MAY 10, 1906.

BEWARE of the barn builder, lest his product fall on you and yours.

TEAR off that shingled roof and put on iron. It is by far the cheaper in the long run and will greatly reduce your fire hazard.

WHEN shipping to any organized market insist on having the official weights and grades. Then will you know what you are doing.

WIDE and deep corn cribs are entitled to full credit for much of the corn spoiled. Narrow, well ventilated cribs are by far the cheaper in the long run.

RECONSIGNMENT charges at Chicago and St. Louis have succumbed to the goodly influences of the grain receivers. May they never be heard of again.

CONGRESS should be petitioned to divert the money it is unlawfully wasting on free seeds to the use of the crop reporting bureau. Then would the crop reports be worth printing.

LARGE receiving sinks with a sharp incline for the bottom so that they will always clean rapidly are one of the most profitable investments the elevator man ever made. Not only do they save time and labor of help and time of farmers, but they also reduce the running time of all the machinery necessary to handle the same amount of grain.

EAR CORN may be handled entirely by machinery if you wish, but it is not well to drop it so great a distance as to break the kernels unless you enjoy having it miss grade. Bear this in mind when making your improvements.

IN overhauling and re-equipping your elevator bear in mind that the cheapest supplies obtainable are not always the most desirable or the most economical. The cost of operation and of keeping in working order must not be overlooked.

FEW mutual fire insurance companies making a specialty of grain elevators or flour mills will issue policies on either if they contain wooden pulleys in elevator heads. They increase the fire hazard so greatly none can afford to install them.

CHOKE-UPS can be avoided if the proper mechanical devices are installed to handle the grain. The first investment may be a trifle more, but is not to be compared with the broken cubs and belts, lost time of machinery and help, and lost grain.

DO YOU know how much you lost in handling the last crop by reason of your elevator's not being equipped with modern facilities? Figure it up. Then you can determine whether it will be cheaper for you to attempt to continue with out-of-date facilities.

ELEVATORS which frequently mix grain without the knowledge or intent of their operators are so far behind the times, few grain dealers can afford to continue them in service without equipping them with modern devices for overcoming this trouble.

MUTUAL insurance is good. It has proved a great money saver for the flour millers and grain elevator men of this country, but when a company piles up liabilities instead of a reserve or guarantee fund, a crash is to be expected whether it be a mutual or a stock company.

THE CORN shipper who thinks he cannot afford to invest in a corn cleaner reduces the price of many carloads of corn he ships by an amount sufficient to buy a first-class cleaner. No cleaner will take out the rotten grains, but you can hire a couple of boys to remove all such ears before they get to the sheller, and without much expense.

FREIGHT tariffs should be simplified so that every shipper will be able to determine accurately for himself the rate he must pay on his shipments. In this number is cited the experience of another shipper whose freight bill calls for 2 cents per hundred more than the rate at which he contracted with the railroad company for transportation, which of course wipes out his profit and destroys his confidence in the ability of the station agent to determine the correct rate.

AS SOON as your elevator is free of grain, give it a thoro cleaning and white-wash the walls of the first floor and basement thereby making the house less inviting to weevil and other grain infesting insects.

FEW grain elevators would be destroyed by fires started by sparks from passing locomotives if all elevators had stone foundations extending four feet above ground, were covered with iron roofing and siding and had all windows covered with heavy wire screen.

A TENNESSEE miller complains that track scales can not be made to weigh twice alike. Better abandon them and install weighing facilities inside your elevators, then locomotive and heavily laden cars will not be used to destroy the accuracy of your grain weighing facilities.

THE Detroit Board of Trade has adopted a new rule governing the meaning of different terms of shipment. The entire trade should have the same rule so as to insure every dealer's knowing what is meant. With one rule for the entire trade no room would be left for misunderstandings.

TWO BOYS at Louisville, Ky., recently wandered into a distillery elevator and four days later were discovered buried deep in grain, suffocated. Can you afford to permit children to go unattended about your elevator? Do you wish to be charged with negligently contributing to the taking of their lives?

DUPLICATE seals are supplied in such abundance by many railroad companies that they furnish no protection whatever to shippers' grain. It is an easy matter for the loafers about any station to obtain seals and pinchers, go out and break open a car then reseal it, so as to cover their tracks and prevent detection.

THE Boston Chamber of Commerce is refusing absolutely to compromise with wrong doers, and especially those who refuse to abide by the decisions of its arbitration committee. As was stated in the last number, its Directory has prohibited representation of The Coles Co. of Middletown, Conn., on its Exchange. The more vigorous the exchanges are in dealing with wrong doers, the sooner will the trade be protected from them.

THE SAN FRANCISCO disaster has caused such heavy losses upon most of the stock fire insurance companies that they have decided to make a horizontal advance of 25 per cent on all risks. In other words, they propose to tax property owners everywhere to make good the hundred and fifty million dollar loss sustained by them at San Francisco. Grain elevator owners, whose risks are safe enough to be accepted by mutuals making a specialty of this class of property, will escape this latest exaction.

ELEVATOR boots, spouting, sinks and bins so constructed as to be responsible for mixing different kinds of grain are too expensive for any progressive firm to tolerate. Give bottoms of all bins, spouts and sinks such a sharp incline that grain will quickly run out. Then will you be able to avoid having your No. 2 branded "No Grade, Mixed".

MANY germinating tests of corn intended for seed have been made by the Iowa Agricultural College and given very discouraging results. Less than 50 per cent of the corn tested gave a strong, vigorous growth. The grain dealers as well as the farmers, the railroads and the country merchants will suffer alike from a reduction of one-half in the state's production.

LUMBER has become so high priced that Minneapolis public elevators have at last decided to charge for cooping of cars for grain. In Chicago the railroad companies provide lumber and labor and cooper all their cars before they are presented for loading at terminal elevators, as they should do everywhere, and would do if shippers were to stand up for their own rights.

SO MANY excellent improvements have been made in mechanical devices needed to equip an up-to-date elevator that it behooves every man who is about to build or overhaul his plant to search carefully the market, consult with up-to-date builders and insist upon having the best equipped elevator obtainable, thereby reducing the cost of operation and the ultimate investment.

THE AGREED advance of 25 per cent in the fire insurance rates of stock companies will lend more force to the desire of grain dealers to possess fire-proof houses and especially fire-proof storage plants. Marked advancement has been made in this line during recent years and it now seems certain that the number of fire-proof grain elevators will be rapidly increased henceforth. The price of lumber is advancing so rapidly it must soon overtake and pass the price of fire-proof material.

THE GRAFTERS of the Lower House of Congress have soaked their consciences so long in the acid of wrong doing, that they seem to be utterly oblivious of the country's demand for the abolition of the "free seed" steal. By a vote of 153 to 58 on May 1st, the House decided to continue the free distribution of trash labeled garden and flower seeds, and this in defiance of the statement made by the Chairman of the Agricultural Committee, who in his report on the appropriation bill stated that "this item is not and never has been warranted by law." Knowingly and willfully misappropriating the funds of the government may serve as an encouraging example for other grafters who had about decided to reform.

'OATS must be expected to miss grade when country elevator men hold them in store until they heat, become bin burnt and pass only for mahogany oats. Experienced elevator men always watch grain held long in store and turn it over and blow it if it starts to heat. The condition of late arrivals at Chicago bears expensive evidence to the country dealer's indifference to the condition of his grain.

SEVERAL western railroads have rules which forbid station agents assigning cars to any shipper until freight is in sight ready for loading. Cars have been detained so frequently and perversely by scoopers in the central states as to fully justify the establishment of like rules and the wonder is that carriers have not done so as a means to protect their earnings. The establishment and enforcement of such rules also encourages shippers to provide larger and better storage and loading facilities because the rule will insure grain being loaded into cars thru these modern facilities.

THE COST of applying paint to a grain elevator constitutes more than 60 per cent of the cost of protecting it from the elements, hence it is easy to understand why paint which lasts longest is by far the cheapest. Every traveler who looks at grain elevators must be impressed with the large amount of cheap paint used in protecting them. It cracks, curls up and peels off, almost the first time the sun shines on it, and then the elevator man wishes he had used the best paint obtainable.

CHEAP elevators frequently collapse, as is fully proved by many photographs which have been published in the Grain Dealers Journal. No grain dealer wants a collapsible house and none will pay for such a house if they learn that is what the builder contemplates giving them. Build right or not at all. The elevator which is well arranged and properly built not only gives pleasure and safety to the operator but reduces to a minimum the cost of operation and fire hazard and gives a maximum handling capacity for the amount invested.

#### DUST EXPLOSIONS.

In our South Dakota news column this number will be found an account of a dust explosion which injured the operator in charge and badly damaged the elevator, altho water was applied so quickly as to prevent the property's being destroyed by fire. Dust explosions in grain elevators are not so frequent as formerly, principally because many of them are equipped with sweep-ups and dust collector systems which make the plants much cleaner and reduce the combustion hazard.

If elevator operators would exercise greater vigilance in the care of properties

intrusted to them and keep them clean and free from large accumulations of dust, there would be fewer mysterious fires and fewer total losses. Dust not only causes some fires, but always affords means for rapid communication of fire from one part of the building to another and to that extent greatly assists in the destruction of property. It is far less expensive and pleasanter to clean up than to blow up or burn up.

#### THE WORKING CAPACITY OF ELEVATOR CUPS.

In our "Asked and Answered" column one month ago was published a query asking for information regarding the proper placing of cups on elevator belts and the proper speed belt should travel for cups to get full load at boot and discharge it freely in the head.

An effort to obtain reliable information on this point has developed the point that most of the elevator engineers have for years been working on theory pure and simple, and that very few have any real knowledge founded on carefully conducted tests.

The question is one which is of such vital importance to the elevator builders of the country as well as to the elevator operators, that it would seem greatly to the advantage of all, that careful experiments should be undertaken at once to determine beyond all doubt, what is the proper placing of cups and speed of belt to obtain the desired results. The results obtained in most cases during recent years have been satisfactory but no one seems to know why, or if the same result could have been attained more effectively in another and less expensive way. Accurate and reliable information on this subject will be heartily welcomed by the entire trade.

#### STATE INSPECTION OF GRAIN UNLAWFUL INTERFERENCE WITH INTERSTATE COMMERCE.

State grain inspection departments have received a staggering blow from the federal court at Madison, Wis. In fact Judge Sanborn, whose decision is quoted at length elsewhere in this number, goes out of his way to suggest that the grading of grain should be regulated by the federal government. He maintains that state laws regulating the grading of grain are an unwarranted effort by the states to regulate interstate commerce.

The Wisconsin law, which was under consideration, seems to have been drafted for the purpose of knocking out Minnesota inspection and establishing Wisconsin inspection, and is quite different from any of the other state laws regulating the grading of grain, but the learned judge insists that Congress alone has the power to regulate such commerce, hence the states



have exceeded their powers in trying to regulate the grading of grain.

Should the same reasoning be applied to other state laws on this subject it would knock out all the political inspection departments and the trade would find it necessary to fall back on the grain exchanges for the classification of grain until Congress should insist upon the establishment of a federal inspection department. Some of the state inspection departments have been so notoriously inefficient that it will be a wonder if the trade does not take advantage of this decision of Judge Sanborn and obtain relief from political control.

## SHIPPING SCALES.

Notwithstanding shortages in shipments are complained of at every gathering of grain shippers and every number of the Journal contains similar complaints, many operators of country elevators are content to grope along in the dark without a light. Grain shippers whose elevators are not equipped with reliable shipping scales can never determine with accuracy what they are doing.

Margins of profit in the grain business today are entirely too narrow to permit a continuance of the loose methods of olden times. It behooves every shipper not only to believe he knows what he is doing, but to know that he knows.

The slack methods of loading and cooping followed by many elevator helpers are a shameful disgrace to the man who pretends to be doing the work, as well as to his employer, but this carelessness is small as compared with that of the elevator man who neglects even to provide any facilities for determining the exact quantity of grain he entrusts to the railroad company for transportation. He wud not think of guessing at what he receives for grain he places in the car, nor would he accept the buyers count of the dollars as final, but he is perfectly willing to guess on the quantity of grain placed in car and trust to luck to be paid what he is entitled to receive. He is without a check on the thousand and one leaks and never knows exactly the condition of his business. He cud not bring convincing or acceptable evidence in support of a claim for shortage. He is helpless and must suffer losses as they occur without recourse or even hope of recovery.

No doubt, the claimed high price of hopper scales years ago kept many elevator men from installing proper facilities for weighing shipments, but they paid more for not installing shipping scales than they would have been charged for the best scales on earth. Hopper scales would be cheap to the elevator man at triple present prices, but so many reliable automatic weighers are now obtainable at reasonable prices he is no longer dependent upon hopper scales to weigh his ship-

ments, hence has less excuse than ever for trying to get along without proper facilities for doing business.

## YES, REBATES ARE A THING OF THE PAST.

Fair-minded shippers have long labored under the impression that rebates were absolutely a thing of the past. Some have insisted that they knew no one was *now* getting a rebate, but the confessions of officials of the Big Four, C., B. & Q. and other lines recently shows that all were mistaken, and on the top of this comes the evidence of the Federal Grand Jury of New York, showing that the sugar trust has crushed out competition and held consumers at its mercy directly thru the medium of rebates and cut rates. Last but not least comes the report of Commissioner Garfield, showing that the Standard Oil Co., the most hated trust of all, has been assisted in its iniquitous work of crushing competition by the railroads, thru the medium of rebates and low open rates which could not be taken advantage of by others.

No greater evidence has yet been given to the public in support of the long standing contention that the Government, thru the Interstate Commerce Commission or some other regulating body, should be given full authority to investigate conditions and correct promptly and effectively any unjust rate found in force.

In defiance of all the existing laws, the railroads have favored their friends with rebates and privileges and still have the face to force their representatives in the United States Senate to work against any legislation which shall prevent their continuing their illegal discriminations.

Grain shippers are not interested near so much in what the rate shall be as in having the same rates paid by all. Some have wondered why they could not compete with large companies. Yet after recent disclosures there seems no need of their making further search for the cause.

The railroads are not necessarily opposed to any man's doing business, but each of them is over anxious to get more than its share of the transportation business. The trusts have played upon this greed of the railroad companies to the extent that they have forced each in its turn to do their bidding, and the railroads have in a measure been managed by the trusts.

If you are opposed to the trusts', thru the assistance of the railroads, riding down all competition and robbing the people in spite of the Government, then write and wire your representatives in the United States Senate to help save the poor railroads from the greed of the trusts.

If you want a fair show for all and favor for no shipper, then let the Interstate Commerce Commission be given power to enforce its decisions at once and stop all this discrimination. Too long

have shippers with small bank accounts been worried into deserting a just cause by long drawn out litigation. The champions of individual initiative, which is a most excellent theory, could thoroly appreciate the force of it if they were attempting to compete with the oil trust and in defiance of any support the railroads might give it.

The railroads would be much better off if they were forced to treat all equally and fairly. Yet they are so largely controlled by those having large interests in great corporations that it is not surprising that they fight viciously against any interference with their right to discriminate against the weak and to grant privileges to their friends.

You are interested. Every shipper is vitally interested in this question and it behooves every one of them to get into action and exert his influence with his own representatives quickly and vigorously.

## ARBITRATION AWARDS MUST STAND.

Recently the Supreme Court of Illinois in the case of the White Star Mining Co. vs. Nels. O. Hultberg et al, held that awards of voluntary boards of arbitration must be adhered to by all parties concerned and that "the courts have no right in equity to set aside or modify awards made".

This decision is in keeping with other decisions which have been published in our department devoted to Supreme Court decisions, and should serve to strengthen the cause of arbitration and make such awards more binding. It should greatly encourage ass'n workers that the courts refuse absolutely to set aside awards of arbitration committees. Time and again unsuccessful participants in arbitrations have brought suit in defiance of their agreements to abide by the decision of the committee.

The Supreme Court of Massachusetts, which is recognized as one of the best authorities, is credited in the April 10th Journal, page 420, with refusing to set aside an award of an arbitration committee, stating that the participants of the arbitration "were bound by an award within the scope of the submission, notwithstanding mistakes of the arbitrator as to questions of law and fact".

With such decisions from courts in different parts of the country, the cause of arbitration should grow and this means be adopted more largely by the trade for the settlement of differences. Most of the ass'ns have made arbitration of differences between members compulsory and thus disputes are settled promptly, at small cost and generally right. At least the decisions of the arbitration committees of the grain trade have been nearer right than could have been possible before a court not familiar with grain trade practices and customs.

## Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

### MUST RATE QUOTED BY AGENT STAND?

*Grain Dealers Journal:* On April 14th. I bought a carload of wheat, but before closing the deal, I asked our local agent what would be the rate on the grain from point of shipment to my mill. He showed me the joint tariff rate of March, 1936, which gave the rate at 8 cents per hundred pounds. The wheat was delivered and I unloaded it. When I received the B/L it contained no rate, but when the freight bill was presented it called for 10 cents per hundred pounds. I refused to pay 10 cents, but offered to pay 8 cents. This was refused by the agent. Did I act rightly? I would like to hear from any other shippers or buyers who has had similar experience. Ind. Dealer.

### PROPER PLACING OF CUP ON BELT.

*Grain Dealers Journal:* In reply to query in Apr. 10 Journal will say:

In the first place large cups should not be used to run over small head pulleys. We always design our elevator heads to suit the size of buckets to be used, regardless of the make or style of cups. For distance apart of these cups, a good general rule is to place them  $\frac{1}{3}$  the diameter of head pulley apart, or from center to center of cups, and as a general rule make the receiving hopper one-third of the diameter of the pulley below the center. Do not use a cup with more than 5" projection with a head pulley 30" in diameter and, speeded over 40 revolutions per minute.

If the cup has 6" projection use a pulley 36" in diameter and run at 35 or 36 revolutions per minute. Buckets of larger projections should have larger head pulleys and placed  $\frac{1}{3}$  of the diameter of the pulley between centers up to 54" pulley. Larger size pulleys than this will carry cups closer together in proportion to diameter, for instance buckets may be placed 18" apart from pulleys up to about 72" in diameter.

In regard to the speed etc., as laid down in instruction books will say that the instruction books are not so much at fault, but the principal trouble is the construction of the elevator heads. The above rule in regard to them well carried out will be found very satisfactory. Of course the receiving hopper should be placed as near the front of the cup as possible and should be large enough so that the grain will not strike and rebound.

In regard to the boot being constructed or having proper speed to fill the cups properly will say that, more depends upon the position of the spout entering same, than on the speed of belt etc. Grain should always enter the up-leg and never enter the boot below the center of the pulley. The boot should not be too large or at least the lower part of the up-leg should not be too roomy, as the grain should be spouted as near the edge of the bucket as possible, and the spout

should have an incline of about 54 degrees.

I have had considerable experience along this line as I started out about 15 years ago following the old rules and had to make a great many changes in order to get satisfactory results. Yours very truly, Wm. W. Lockwood, Winfield, Kan.

### REMEDY FOR OVERCHARGING AND OVERBILLING.

*Grain Dealers Journal:* Replying to the article by E. W. K. in the Grain Dealers Journal of Apr. 10, 1936, relative to overcharging and overbilling by the R. R. companies, I believe it an impossibility to prevent such overcharges occasionally.

The chief cause of overcharge in freight rate is that the average R. R. agent knows very little about grain rates. Again the agent knows to charge enough as should he make an undercharge he is held responsible for same by the R. R. Co. If he is not sure as to the correct rate, he is DEAD SURE that he does not want to make a claim against the R. R. Co. for his own account as he is well acquainted with that long drawn out process.

Overbilling is generally caused by carelessness on the part of the R. R. weigher. Cars are generally not uncoupled for weighing, sometimes there is a truck of a second car on the scales and sometimes the weigher just guesses a car ought to weigh a certain amount.

With Overcharging and Overbilling as a

Of course there are some railroads that seem to be very short on operating expenses and hold it the last possible moment. But any progressive R. R. that is operated by standard business methods is glad to make quick settlement of a just claim and save further controversy. E. W. Crouch, Mgr. Central Texas Grain Co., McGregor, Tex.

### BELT SHOULD NOT HAVE GREATER SPEED THAN 370, NOR LESS THAN 355.

*Grain Dealers Journal:* In reply to query for proper speed of belt bearing elevator cups, will say that five years' experience with different sized cups, pulleys and speed has convinced me that an elevator belt should not be driven more than 370 ft. per minute, nor less than 355 ft. per minute. A 40 or 42-in. head pulley and 12x7 or 14x7 Common Sense or Salem Buckets will insure buckets filling and emptying properly if the drive is put in right. I. E. Travis, Rochelle, Ill.

### SUGGESTS A COMBINATION SCALE AND STOCK BOOK.

*Grain Dealers Journal:* In reply to query of E. K. Sowash for a stock book which would be simple and easy to handle will say, that we use a combination grain scale, ticket and stock book.

The scale tickets like one shown herewith are printed eight to a page on yellow paper, the pages being perforated so that each ticket can easily be removed and given to driver of the load. Between the pages of tickets are bound sheets of pink paper. On each sheet is ruled 6 columns, so that one column for wheat, one for corn and one for oats will come under the same columns of each ticket. By the use of carbon paper we have the essential facts of the grain ticket recorded on the pink sheet and by footing each column of the pink sheet we obtain the total number of bushels of each kind of grain taken in. At the end of each week, or if making frequent shipments, at the end of each day, we subtract from these totals the amount shipped, as shown by our shipping book. This gives us a perfect record of the stock of grain in store.

If any dealer has any better scheme for keeping track of grain in the elevator, or if any one can suggest any changes in our system which will reduce the amount of work or increase the value of our record, we would be pleased to hear of it. H. & M.

_____ 190 _____						
Bought of _____						
Load of _____	wheat		corn		oats	
	bus.	lbs.	bus.	lbs.	bus.	lbs.
Gross _____	Lbs.					
Tare _____	Lbs.					
Net _____	Lbs.					
	Net Bu.					
Price _____	Per Cwt.		Driver _____		on. off.	
Price _____	Per Bu.				Weigher.	

Combination Scale Ticket and Stock Book.

necessary evil what is the best thing to do?

I think it impossible for the grain dealer either to educate the agent or reform the weigher.

The only course to pursue is for the grain dealer to have the grain tariffs on file and to thoroughly acquaint himself with these tariffs. Then he knows the rate without asking an uninformed agent, who cannot be depended upon after he has given the rate.

When an overcharge comes up take the matter up direct with the Auditor of the Originating Road—not through the agent as this is only another source of delay.

Make your claim clear and concise, attach to it paid Expense Bill for the shipment in question, certified weights at both ends of the line if possible and a copy of your invoice to the consignee.

With all these papers attached to a claim it is properly substantiated and you will get your refund promptly—generally in less than 30 days and we get it in two weeks.

low paper, the pages being perforated so that each ticket can easily be removed and given to driver of the load. Between the pages of tickets are bound sheets of pink paper. On each sheet is ruled 6 columns, so that one column for wheat, one for corn and one for oats will come under the same columns of each ticket. By the use of carbon paper we have the essential facts of the grain ticket recorded on the pink sheet and by footing each column of the pink sheet we obtain the total number of bushels of each kind of grain taken in. At the end of each week, or if making frequent shipments, at the end of each day, we subtract from these totals the amount shipped, as shown by our shipping book. This gives us a perfect record of the stock of grain in store.

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## HOW TO SELL GRAIN.

*Grain Dealers Journal:* After having bot grain at a country elevator for a line company I have just been employed to take entire charge of the selling as well as buying for a new company, and would like to learn the names of some good commission firm to consign our grain to.

—L. R. B.

Ans.: Names of trustworthy receivers in the markets most convenient are given in the Directory, 2d cover page of the Journal.

## CONSTRUCTION OF HEAD IS ALL IMPORTANT.

*Grain Dealers Journal:* Noting inquiry of Thomas Hall regarding placing of cups and speed of belt, will say he should run his cup belt 500 ft. per minute if head pulley is 4½ or 6 ft. in diameter. If but 3 ft. in diameter, 350 ft. is fast enough. By placing cups 12 ins. in clear they will work nicely.

The construction of the head contributes largely to the successful elevation of grain. Only when it is properly made can the cups discharge what they carry. Pulley in boot of leg for a 7x16 in. cup should be 30 ins. in diameter. The gates should be 18 ins. wide in the clear with absolutely no rough surface, such as channels to hold gate in place. Channels always obstruct the grain. The gates should be 24 ins. high so that cups can always ment full flow of grain and be filled to the brim. The pit should have a pitch of 2 ft. to 1 ft. to insure fast, even flow at all times.

If Mr. Hall will state what machinery he is using, I will give him an estimate that will apply directly to his special needs. A. C. Carroll, Jackson, Neb.

## CONSTRUCTION OF GRAIN ELEVATOR LEGS.

*Grain Dealers Journal:* We build most of our elevator legs with 2" fillers and the covers with 4" flooring cleated every 4' apart and put together with screws, we use a cast iron boot. The up leg stands as near plumb as it can be made, the back leg takes a small curve outward from the boot to the head. The head pulley projects into legging about ½" in the up side and also on the down side. We use nothing but cast iron pulleys for the head. The head is all made of flooring and is self-contained, all the weight resting on the legs, this is for studded houses. On cribbed houses all the weight of the head apparatus is hung to the cupola and the legs properly telescoped.

The distributing spout should be placed as near on a level with the lower edge of head pulley as possible, excepting where pulleys are over 42" in diameter are used. Where larger pulleys than this are used we drop the distributing spot 18" from the center of the head shaft. The speed varies from 32 revolutions to 42 revolutions per minute of the head shaft. We have always had very good success in building our elevators in this way and up to date have had no complaints. We never drive an elevator with sprocket wheels and chains, we use bevel gears or spur gears whichever the case may be. Yours truly, P. H. Pelkey, Wichita, Kan.

The effort of crop experts to defend their false reports of bugs in the wheat by crediting error to visions of what they met the night before in the cross roads hotel is not justified. They shud sleep in the wheat fields.

## Letters From Dealers

(Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.)

## GRAIN IS DELIVERED WHEN LOADED.

*Grain Dealers Journal:* I notice reply of "Traveler" of Minneapolis to "Shipper" on Chicago interest charges. He surely is behind the fence on all points he raises. First, he says when you see the hundreds of cases, how the interest looms up. Admitting same, how do the commissions of ½ cent a bu. loom up in proportion? Again, if sold on track we have filled our part of the contract when cars are loaded.

Is it just to us, when we sell a firm grain and it arrives in Chicago next day as soon as draft or sooner, for said firm to speculate on our grain in the many ways they do? They hold our cars on track thirty days to six weeks and we pay interest on account for them to speculate on their own goods. Who pays interest on money the country buyer has invested in grain when he cannot get cars to fill his sales? We should under rules make farmers pay interest on it.

The rule would be radical enough if interest charge applied from time draft was paid until car gets to Chicago. Then it should cease as it is buyer's place to unload car and not seller's.—A Reader.

## SUES RAILROADS AND COLLECTS CLAIMS.

*Grain Dealers Journal:* Recently, I have received a number of inquiries regarding my progress in the suits I have with the C., R. I. & P. R. R. Co. in various courts and before the interstate commissioners.

Therefore, I avail myself of the opportunity of answering through your Journal, in a general way.

•In all, the amount of my suits will total about \$1,600, ranging from \$1.00 to \$20.00 each. I pay my lawyer by the year, this being the third year. The claims are composed of excess of actual weight, through rates charged in excess by combined locals, damages by unreasonable delay and occasionally claims for loss in transit, and demurrage charge while in transit at shelling point.

As for our success, so far, we have secured judgment in every case tried. I usually start my suit in the justice court, and the R. R. Co. appeals to the District court and if not prevented, then appeal to the Supreme Court. However they have not succeeded in getting but two cases past the District Court and these I received judgment in full with cost and attorney's fees which has cost the Co. severely; and nothing accomplished except to demonstrate that it is all bluff, and their gun is not loaded.

Last week I received judgment on a \$12 claim, that they fought with every technicality they could bring into play, with the result that I brought witnesses 280 miles merely to give the road their money's worth. The result was, that the witnesses cost them about \$30, because they were

not willing to accept their sworn statements.

I expect from this time on, to give them their heart's desire on this point as I find my witnesses very willing to come, on my request.

In justice to other R. R. Cos. I will say I find most of the other claim departments on the square and will treat your claims honorable and return your papers, if not paid, but cannot say that of the C. R. I. & P., for they invariably confiscated all the papers in their hands, therefore I sue them without prior notice. Yours truly, Geo. D. Henry, Fairfield, Ia.

## INSTALLED OUTSIDE RECEIVING TRACKS SEVEN YEARS AGO.

*Grain Dealers Journal:* We notice by a letter in your last issue, April 25th that our friend McQueen of Barnett & Record, Minneapolis, has had an inspiration in regard to the originators of outside receiving tracks for grain elevators. When the communication which Mr. McQueen refers to appeared in our issue of April 10th, we expected that something would be stirred up, but we did not expect it would be Mac, or at least not that Mac.

If Mr. McQueen would write the history of this improvement in grain elevator construction, he would have to go back a few years to start at the beginning. He has only written the last chapter. In 1899 the Macdonald Engineering Co. designed and erected the Nickel Plate Terminal Elevator for the Husted Milling & Elevator Co. of Buffalo, N. Y., and for the first time used this method of arranging the tracks outside of the working house.

Following the completion of this building in 1900, we designed and erected the new 500,000 bus. steel elevator for the L. S. & M. S. R. R. at Buffalo, N. Y., known as the Iron Elevator. This scheme was also adopted for receiving tracks. There were four outside of the building.

Simultaneously with this building, we entered into contract with the C. H. & D. R. and designed and erected its new steel fireproof grain elevator at Toledo, O., having a capacity of 500,000 bus. with two receiving tracks outside of the building.

On the completion of this job, we designed and erected for the J. Rosenbaum Grain Co. at South Chicago its million bus. steel elevator, known as the Ironclad Elevator, in which we also used this same system, having three tracks outside of the working house.

On the completion of this job a funny thing happened. We were invited with other elevator builders to compete for the erection of the Canadian Northern Elevator at Port Arthur, which Mr. McQueen refers to. We submitted a competitive plan and bid which incorporated this scheme of having the receiving tracks outside of the elevator and strange to say, we found that when Barnett & Record, who had received the contract had finished the job, the house was identical with the plans we submitted. This goes to show how great minds will sometimes get into the same groove simultaneously.

We keenly appreciate the delicate and subtle compliment which is always conveyed by a direct imitation of any improvement, at the same time, we can not help feeling a little bit sensitive at the apparent indifference or neglect shown by two of our prominent elevator builders in not noticing what their neighbors are doing. If the United States Government should confer on Mr. McQueen a monopoly on the use of this improvement,

we would consider it a very great hardship to be debarr'd from or to pay tribute for its use, as we have acquired the habit, after seven years of persistent effort, of building all our elevators in this way, and we cannot readily shake it off.

There is another little wrinkle which we have used exclusively in our elevator plans which consists of making the train shed two stories and using the upper story for cleaning machines. This saves considerable money in the construction of the first story of the main building and is an arrangement of considerable merit and convenience. We do hope that some fellow will not bob up in the future and invent this scheme over again and try to shut off some of the good things from posterity which we are endeavoring to hand down.

Thus it comes to pass that instead of the Engineers of the new Santa Fe Elevator being the first in the field to adopt the arrangement specified, they are the very latest and we expect to see the other boys step into the procession during the next few years. Yours truly, Macdonald Engineering Co., J. A. Macdonald, Pres.

### Crop Conditions.

Winter wheat is doing well on a somewhat smaller acreage, and the harvest in general will be early. Seeding of spring wheat is in full swing and completed over large areas of the northwest. The oats look well. Corn planting has been delayed by unfavorable weather, but ample time remains to plant.

#### Government Crop Report.

Washington, D. C., May 10.—The crop estimating board of the Dept. of Agr. reports the area of winter wheat in cultivation May 1 as 29,623,000 acres, 6 per cent, or 1,718,000 acres, less than harvested last year. The average condition May 1 was 91, against 89 a month earlier and 92 a year ago. The average condition of winter rye was 93, compared with 91 Apr. 1 and 94 a year ago. Of spring planting 53 per cent was completed May 1; and of the contemplated spring plowing 64 per cent has been actually done, compared with 72 per cent last year at the same date.

#### Oklahoma Crops.

Vinco, Okla.—Crop of wheat fine in Payne and Lincoln counties, but acreage very light.—O. Anderson, Agt.

Oklahoma City, Okla.—Prospects for first-class crop never better in this locality: wheat, oats and corn all doing fine; wheat acreage smaller than usual, but corn acreage increased.—Vilott Grain Co.

Yukon, Okla.—Wheat looks better than it has for years and is commencing to head out, which means that we will have one of the earliest harvests we have had for at least five years.—Yukon Mill & Grain Co.

Alva, Okla.—Growing wheat crop promises good yield; soil in fine condition; average acreage; harvest about six weeks off; oats promise good yield; corn planted in good season and good stand reported.—Alva Roller Mills.

Custer, Okla.—Prospect for wheat and oats very flattering; wheat has not suffered for moisture since it was planted, ground at present in fine condition; 25 per cent reported increase of acreage in Custer Co.—R. E. Nelson, Agt.

Waukomis, Okla.—Prospect for record breaking wheat crop never more apparent at this season of the year than it is to-day in Garfield Co.; have had no hail and ground is in prime condition; with two more seasonable rains Oklahoma will again come to the front and make the largest average yield per acre of any state or territory in the Union. Oats, corn and cotton very promising.—R. N. Brittan.

Mountain View, Okla.—Wheat fine, full 100 per cent in condition, with very large acreage; oats 100 per cent in condition with about average acreage; farmers plowing corn, which has good stand, fine color and is growing rapidly; farmers now busy planting cotton, of which there will be about the average acreage; ground in best condition I ever saw in Oklahoma at this time of year.—D. E. McBride.

## Crop Reports

### Canada.

Winnipeg, Man.—Wheat and oat seeding now three-fourths completed and will be practically completed by May 10th; barley seeding will begin about May 15th and be completed about June 10th. Never was there at this time of year better promise for an abundant harvest. Seeding so far has been done under the most favorable circumstances possible—choice seed, early seeding and land in perfect condition. We look for an unusually early harvest because of such good seeding condition. Rain last week covered quite a portion of Manitoba. Fall wheat in Alberta does not promise very good at present.—Campbell, McLean & Co.

### Illinois.

Vermilion, Ill.—Oats late but up and looking well; plowing well under way, but planting not yet begun.—A. B. Caldwell & Son.

Chesterville, Ill.—Oats sowing finished and corn plowing well under way; good prospects for oats.—D. C. Spielman, agt. National Elevator Co.

Clayton, Ill.—Wheat prospects fine; last rain helped the oats and I look for a fair crop. Little wheat left in the country.—F. W. Burgess.

Armstrong, Ill.—Farmers very busy finishing up their work and breaking ground preparatory for planting corn. A shower May 1st was very good for oats and corn land.—Agt. Bartlett, Frazier & Carrington.

Humrick, Ill.—Farmers are late; no corn planted yet; oats late but weather fine; wheat looks fine but not much sown in this locality.—Jos. C. Kendall, Buyer and Mgr.

Cisco, Ill.—Farmers very busy plowing for corn; most of oats looking fine; a very few farmers will need to replant their oats on account of seed getting hot in bin; 25 per cent of corn in farmers' hands, nothing selling.—M. F. Williams, Mgr.

Eleanor, Ill.—Plowing for corn progressing nicely, and will be finished up this week. Corn planting begun and a little more than usual will be put in. Ground in fine condition. Oats look well considering that a good portion of the acreage was put in while ground very wet; about usual acreage.—W. H. McKinnon, agt. Northwestern Elevator & Grain Co.

### Indiana.

State Line, Ind.—Crops look fine.—M. A. Current & Co.

Washington, Ind.—A fine wheat crop from all appearances.—Walker & Norris.

Dupont, Ind.—Acreage maximum; condition very fine; yield probably never better.—G. W. Graston.

Bloomington, Ind.—Wheat in this section never looked better.—L. R. Jessup & Co.

Windfall, Ind.—Weather has been ideal for farmers and we are looking ahead for an immense crop of all cereals.—J. C. Hadley.

Carlos, Ind.—Very large acreage of oats, but it does not look very well on account of rain.—A. C. Hutchens, agt. for H. A. Gaddis.

Jamestown, Ind.—Oats all sown, and some corn planted. Good acreage of oats and corn. Wheat looking fine, the acreage is light.—J. K. Hinkle & Co.

Aurora, Ind.—New crop looks very promising, anticipate full crop of excellent quality and ready to cut from middle to last of June.—Star Milling Co.

Trafalgar, Ind.—Wheat prospects better than for years; corn planting well begun; recent rain has been of great advantage to young oats.—G. W. Burton, Agt.

La Porte, Ind.—Crops here look fine, especially wheat; oats are starting nicely. The most of the corn will be planted this week. We need rain.—S. S. Bosserman.

Fort Branch, Ind.—Growing wheat looking fine; considerable damage done by water to the low land wheat; big acreage of corn going to be planted.—Fort Branch Elevator Co.

Worthington, Ind.—Wheat prospects excellent, but acreage reduced. Oats sowing delayed by unfavorable weather, acreage up to average. Farmers very busy

preparing for a bumper crop of corn. Barely enuf grain left for local consumption.—J. D. Myers.

Goshen, Ind.—Have had some good rains and growing wheat and grass are both doing well. In fact the country never looked more beautiful than it does to-day.—Goshen Milling Co.

Burnetts Creek, Ind.—Wheat looks A1; small area sown. Oats just coming up; average crop sown. Some corn planted; area larger than last year. Season, tho late, has been favorable.—Floyd Million.

Boggstown, Ind.—Growing wheat crop so far promises to be a record breaker; while the acreage is not as large as heretofore, the yield promises to counterbalance the acre shortage. Oats altho sown late in April in fine growing condition and promises a mammoth crop.—Agt., Nading Mill & Grain Co.

### Iowa.

Merrill, Ia.—Small grain of all kinds looking fine; farmers about ready for corn planting.—L. F. Hodgson, Agt.

Nemaha, Ia.—Farmers have finished sowing oats, which are coming up nicely and looking good; farmers now busy preparing land for corn planting.—E. L. Slutz.

Matlock, Ia.—Getting ready for planting corn; 2-3 of the crop in farmers hands. Oats and barley about all in. No wheat raised last year to speak of and hardly any sowed this year.—Agt. Western Elevator Co.

Maple Hill, Ia.—Small grain two weeks behind, farmers have just finished planting and are now plowing for corn; is very cold here, snowed Apr. 5; not much oats left for market; wheat corn is left is spoiling on farmers' hands.—J. C. Anderson, Agt.

Des Moines, Ia.—The Iowa crop report issued by Geo. A. Wells, sec'y, shows that 4 per cent of the winter wheat acreage in the northwestern section of the state has been abandoned. The corn in farmers hands runs in 8 of the sections of the state from 23 to 38 per cent, and the oats from 12 to 23 per cent. Compared with 1905 the acreage ranges from 95 to 150 per cent in the case of winter wheat, 82 to 110 for spring wheat, 90 to 106 for oats, and from 65 to 90 for barley. The condition of the growing crop May 1, compared with the condition May 1, 1905, as 100, ranges from 98 to 100 for winter wheat, 85 to 110 for spring wheat, 90 to 100 for oats, and 87 to 101 for barley.

### Kansas.

Galesburg, Kan.—Wheat prospects good, also corn, oats and flax, tho a little late.—J. N. Shaw.

Belleplaine, Kan.—Crops fine, never finer; corn all planted; wheat heading out.—Alex Knott.

Harlan, Kan.—Early sowed wheat looks fine, some late wheat planted to corn on account of weeds.—A. Bradley, Agt.

Cleveland, Kan.—Growing wheat looks fine in this part of Kingman Co.; some macaroni wheat sown this spring.—J. F. Cheatum.

Delphos, Kan.—Good rain last night, and everything looking immense; prospects for crops of all kinds was never better.—E. E. Clark.

Colby, Kan.—Prospects for good crop in Thomas Co. never better than at present; had 6.78 inches rainfall during April.—R. C. Maynes, Agt.

Glasco, Kan.—Prospects never more promising for a big crop of all kinds; no complaint whatever about the wheat.—P. L. Jennings, Mgr.

Canton, Kan.—Present outlook promises a big crop of wheat; weather very favorable for corn planting, acreage larger than last year.—John Sinclair, Agt.

Argonia, Kan.—Wheat looking fine, probably 95 per cent; small acreage of oats sown, but looking fine; corn planting half done; weather fine for all crops.—Levi Cook.

Dillwyn, Kan.—Bright prospects for a bumper crop in this part of the state; has been nothing to retard the growth of the wheat and the ground is in excellent condition.—J. W. Brown, Agt.

Colby, Kan.—Northwestern Kansas received nearly 5 ins. of rain in April which greatly benefited the wheat; large acreage of spring wheat being sown, larger than for years.—Colby Milling Co.

Garfield, Kan.—Weather this spring has been nearly perfect for wheat and growing crop is doing nicely; considerable oats and barley sown; all looking well for this time of year.—J. G. Smith, Buyer.

Hartford, Kan.—Acreage larger than last



year; prospects as good or better for wheat crop; need a shower of rain but not suffering; corn planting nearly over; some up; all report good stand.—T. O. Gibbon.

Derby, Kan.—Crops in this part of the state looking fine, but rain is needed for the growing wheat. If we get another good rain in time we will have a big wheat crop this year.—Agt., Stevens-Scott Grain Co.

Healy, Kan.—Acreage of wheat 100 per cent, condition at present about 60 per cent on account of poor stand caused by big wind; stubble and sod ground fine prospect; spring wheat looking fine; weeds coming badly on wheat ground with a poor stand; look for poor quality of wheat this year.—H. A. Coombs.

Colwich, Kan.—Growing crop of wheat promises to be a record breaker this year; about 15 per cent of old wheat in farmers' hands and about 25 per cent of corn, but very little of the wheat has been planted, all done, ground plenty moist for growing crops; wheat harvest will begin about June 15th.—J. S. Knoblauch, Agt.

Arcadia, Kan.—About usual acreage of wheat, which looks very promising; acreage of oats less than usual on account of backwardness in corn planting nearly all done, ground plenty moist for growing crops; wheat harvest will begin about June 15th.—J. S. Knoblauch, Agt.

Konantz, Kan.—Wheat is behind, but the season has been backward.—W. D. Konantz.

## Minnesota.

Mendota, Minn.—Crop stands in this section good and corn yields; country improving.—J. E. Bathker & Son.

Heron Lake, Minn.—Farmers pretty well along with seeding; small grain and some corn has been planted; no grain moving, farmers too busy seeding.—W. L. Callison, Mgr.

Fairmount, Minn.—Seeding about half done; not over 20 per cent of last year's wheat in farmers' hands, 50 per cent of oats yet to be marketed, only a small amount of flax and barley.—S. H. Blair, Agt.

Pipestone, Minn.—Seeding on high land nearly all done; on low land with rain low lands in this vicinity will be very much belated; it is feared the wet, cold weather will make corn planting late.—C. W. Riley, Mgr.

Minneapolis, Minn.—Wheat seeding is completed in southern Minnesota and southeastern South Dakota. It is 75 per cent completed in the Jim River Valley, South Dakota, and from 75 to 80 per cent is finished in North Dakota, except in the Red River Valley, where but 50 per cent of the wheat ground is seeded—from Wahpeton to Grand Forks perhaps not more than 20 per cent in the two tiers of townships bordering the river. We have had plenty of moisture and early sown wheat is up and looking well. There have been two good rains, but they have not been heavy enough to interfere with plowing for corn, barley and flax.—Van Dusen-Harrington Co.

## Missouri.

Carthage, Mo.—Weather so far has been all that could be desired. Splendid crop conditions prevail at this time.—Morrow & Taaffe.

Edgerton, Mo.—Present condition of wheat crop fine; if nothing prevents, will have bumper crop; acreage about same as last year.—C. T. Stiff.

Charleston, Mo.—Wheat beginning to head and looking fine, harvest will begin about June 10th; corn planting retarded by wet weather.—R. C. Danforth.

East Lynne, Mo.—Wheat acreage about same as last year; prospects could not be better; very little oats sown on account of ground being too wet, until too late to sow; corn now being planted; ground hard and needing rain.—Isaac Zook.

Bolivar, Mo.—Prospect for new crops are good in this territory, acreage of wheat about one-fourth less than in 1905; about 75 per cent of 1905 wheat, 50 per cent of the corn and no oats to speak of, remain in farmers' hands.—T. H. Jarman.

Canton, Mo.—Weather was too backward for farmers to get in more than half a crop of oats, but now very propitious for plowing and planting corn; wheat crop looking splendid at present and farmers very much encouraged at outlook.—O'Ferrall & Haney.

Columbia, Mo.—Weather conditions have been favorable for farm work and planting is now well under way, especially throughout the southern half of the state. On account of a lack of freezing and also because of excessive rains during March and April the soil has been hard to work this spring, and is not in condition to stand a drouth. Thru the southern half of the state as far north as Bates and Henry on the west, and Franklin and Shelby on the east, correspondents report from

20 to 75 per cent of the entire corn crop already planted. North of this line there is only from 10 to 20 per cent planted. In the northeastern part of the state, including Knox, Lewis, Marion, Rails and Monroe practically no corn has been planted. Last year at this time 75 per cent of the crop had been planted in the southern part of the state, and 10 per cent in the extreme northern part. The average on May 1, 1905, for all correspondents of the state was 52 per cent of the entire crop planted compared with 27 per cent on May 1, this year. On account of the poor condition of the soil for planting the acreage will probably be considerably decreased. The estimated acreage given by all correspondents is 5 per cent below the acreage planted last year. Upon this basis the acreage will be 6,722,000. Wheat is making satisfactory progress, about the only complaint is with the late sown wheat, which was injured some during the winter and is now suffering for rain. The present condition of the wheat crop is 87, which is 2 points above the condition one month ago. On account of the late spring the acreage planted to oats is 10 per cent below the acreage sown last year. This will give approximately 610,000 acres for the entire state. The condition is not good. The average for all correspondents reporting is only 74.—Missouri Dept. of Agri.

## Nebraska.

Deshler, Neb.—Wheat thruout southern Nebraska promises a full crop.—Bonawitz & Olson.

David City, Neb.—Fall wheat looking fine; oats backward, too much rain; corn planting just commenced.—A. Beck, Agt.

Exeter, Neb.—Everybody shelling corn, which seems to be in pretty good shape; winter wheat looking fine, expect a big crop this year.—Agt., Nye-Schneider-Fowler Co.

Harvard, Neb.—Crops in the northern part of my territory looking better this year than for the past ten years, but in the southern part are not as good; about 50 per cent of fall wheat plowed up; oats all up fine; corn plowing well advanced; not much grain moving.—C. J. Keller, Agt.

Davenport, Neb.—Farmers in this section of Thayer Co. planting corn, ground a little wet; wheat growing fine and looks as if there would be a good crop; oats growing and rains coming right to make a good crop; more oats have been planted this year than last.—Andrew D. Duncan, Agt.

Hadard, Neb.—Season late on account of excessive rains, but farmers are putting forth every effort to rush their work; corn planting began May 2nd; small grain looking good, acreage not above last year. A few farmers on low bottom lands have just finished seeding and will not be able to plant corn yet for two weeks, unless weather should turn favorable.—Agt., Nye-Schneider-Fowler Co.

Hendley, Neb.—Acreage of wheat sown compared with a year ago is 60 per cent, 40 per cent of which will be listed to corn; balance looks fair to good. Acreage of spring wheat small, owing to wet weather it could not be sown at the right season. Acreage of corn will be 60 per cent less than a year ago. About 10 per cent of old wheat and 15 per cent of corn in farmers' hands.—J. H. Frack, Mgr.

Hildreth, Neb.—Winter wheat looking good, except now and then a piece that was sown late and has not a good stand, acreage about the same as last year; oats have a good stand and are looking good, acreage about 10 per cent larger than last year; corn planting will be a little late on account of rains, but farmers are commencing to plant, acreage will be about the same as last year.—S. Krehmeyer, Mgr.

## North Dakota.

Adams, N. D.—Wheat seeding finished; considerable oats have been sown.—Mgr., McEwan, Dougherty & West.

Olmstead, N. D.—Grain sown is coming up fine; having plenty of rain and farmers feeling good.—Frank E. Fee.

Minto, N. D.—About 35 per cent of seeding done; quite wet in many low places around Red River and Minto.—Julius Wirkus.

Valley City, N. D.—Conditions for a good crop almost perfect; wheat seeding finished; large durum acreage.—Mgr., Farmers Co-op. Eltr Co.

Landu, N. D.—Wheat seeding almost done; early seeding up about four inches; crop conditions could not be better.—Mgr., Arnold Bros. eltr.

Hoople, N. D.—Wheat, oats and barley all in; early sown is covering the ground; prospects never better this time of year.—Mgr., Valley City, N. D.

Anamoose, N. D.—Exceptional good weather for seeding has enabled farmers

to about finish sowing wheat; first sown is up about 4 to 6 ins.; raining to-day, May 3rd.—Goetz & Hengel.

Portland, N. D.—In the fertile and well drained Goose River Valley farmers are well along with seeding; early sown grain up and doing fine; good crops promised on high ground; having heavy rains at present.—X. X.

Oakes, N. D.—Seeding of wheat about completed in this vicinity; about 50 per cent of acreage planted to durum wheat; slightly increased amount of wheat and flax, other grain about the same as last year.—Oakes Mill Co.

## Ohio.

Athens, O.—Growing crops look very good.—W. H. Herrold.

Roscoe, O.—Wheat looks fine in this section of the country.—G. W. Deucer, Mgr.

Urbana, O.—Growing wheat excellent; some corn now being planted; oats not doing so well; much little dry.—W. B. Woodward & Son.

Spencerville, O.—Wheat crop in promising condition; corn planting commenced; oats coming up nicely.—Robert Kolter.

Columbus Grove, O.—Wheat crop very good, best in years, promises 95 per cent yield; oats looking well; much corn being planted and weather favorable.—Columbus Grove Grain Co.

Columbus, O.—The area of spring barley in Ohio compared with last year is 82 per cent, and the total area of spring and winter wheat and 32 per cent respectively; area of oats, 95 per cent; acreage to harvest, 1,387,839. The condition May 1 of winter barley was 90 per cent; of rye, 96. Wheat prospects, as shown by this report, are the most encouraging in a number of years past. The report issued by this department on April 1 showed a most promising condition, and with the favorable weather during the past month the plant has rapidly advanced, its present condition being estimated at 103 per cent compared with an average. This is a gain of two points over the excellent condition reported last month. Every county in the state shows an improvement over conditions computed in the last report, and should this high average condition be maintained until harvest the total yield should be well along an average. As stated in previous reports, in anticipating the total outcome of the wheat crop considerable must be given the short acreage seeded, and, although the coming harvest should be well above an average production per acre, we can hardly hope for a full average crop for the state as a whole. The damage to the plant by Hessian fly is very light, being reported as slightly over 1 per cent for the state. The only other damage reported is by high waters to a few fields on the lowlands. Heavy rains during the past month retarded plowing, and many farmers were unable to properly prepare the ground for oats and corn. The report shows 1,387,839 acres seeded to oats, a decline of 66,715 acres compared with the acreage reported by the township assessors for last year's harvest. Some corn has been planted, but there are still many fields to be plowed.—Ohio Dept. of Agri.

## South Dakota.

Kimball, S. D.—Crops looking fine and business good.—C. S. Blodgett.

Springfield, S. D.—Small grain crop pretty well all sowed here; not as large an acreage of wheat as last year, people planting more corn and oats; wheat has a fine stand but is quite late. Corn is going to be late, lots of plowing to be done yet, and we are having too much rain to hurry the work along; think most corn will be in by May 25th.—R. A. Mason, Mgr.

Bath, S. D.—Wheat seeding practically done, altho on account of frequent rains those who had little or no plowing done last fall have been greatly delayed, stubble ground being so wet pulverizing could not be done here. Hence quite a amount of seeding rather late. Early sowing looking fine and starting out well; outlook thus far considered propitious by farmers.—D. G. Stewart, Mgr.

## Texas.

McGregor, Tex.—Grain crop good at present; harvest will begin in about three weeks.—Central Texas Grain Co.

Allen, Tex.—Grain crop reasonably good; almost too much rain; corn looking well; most of it plowed out the second time; cotton not doing well, too wet and cold for it.—W. C. Killingsworth.

Rockwall, Tex.—Outlook for grain in Rockwall Co. good to date; acreage of oats about same as last year, wheat about one-third of last year's acreage, and corn about 10 per cent more than last year; if no drawback small grain will be good, but our heavy, black, waxy lands are too apt to get too much rain.—J. B. Vesey.

## Inspection of Interstate Grain Traffic Not Compulsory.

The grain inspection law enacted by the legislature of Wisconsin in 1905 was declared invalid Apr. 20 by Judge A. L. Sanborn of the Federal Court at Madison.

The Globe Elevator Co. was granted the injunction prayed for, restraining the enforcement of the grain inspection act at Superior, Wis., by the specially created Wisconsin Grain & Warehouse Commission, and no more will the Minnesota state grain inspectors clash with the Superior city police, nor the elevator and mill employes riot with the Wisconsin inspectors.

Had the Wisconsin Commission been content to inspect grain only when permitted by the owners or at the request of the buyers, it might in time, as its reputation became established, have earned a place in the grain trade based on inherent merit. The attempt to force inspection against the will of the owner of the grain, to compel the payment of fees for a service that was not wanted, forced the elevator operators at Superior into court, for relief and proved the undoing of the Wisconsin system.

Following are the essential parts of the very voluminous decision by Judge Sanborn:

### STATE MAY AID INTERSTATE TRAFFIC BY REGULATION.

The important and vital question is whether these statutes are invalid as a regulation of interstate commerce. No doubt the states are invested with large authority to pass inspection laws, indirectly affecting, and to some extent interfering with, commerce among the states. Many of such laws are not obstructive to commerce, but operate as an aid or encouragement to it. Such are acts compelling carriers to promptly and safely carry and deliver interstate freight committed to their charge, securing safety in railroads and appliances, regulating bridges, improvement of navigable waters, regulating pilots, state quarantine, etc. Mobile Co. vs. Kimball, 102 U. S. 691. Those laws mostly operate as local aids and instrumentalities of commerce, making it better and safer, and until congress acts the states have ample power. State inspection laws manifestly intended and in good faith calculated to protect the public health, morals or safety, or prevent deception or imposition upon the public generally, are valid. Patapco Co. vs. North Carolina, 121 U. S. 357. Railway vs. Haber, 169 U. S. 628. It is one thing to force into a state, against its will, articles which are injurious to the public health, like cigarettes, and quite another to force in articles innocuous in their nature. Austin vs. Tennessee, 179 U. S. 362. And the states may prescribe all such regulations as to the possession, use and sale of property within its limits as may be necessary to protect the health, lives and morals of its people; and this power may be applied to all kinds of property, even that which is in its nature harmless. Bowman vs. Railway, 125 U. S. 501.

### WISCONSIN MAY PREVENT FRAUDULENT GRADING ARBITRARY DOCKAGE AND INSPECTING OUT HIGHER THAN IN.

Under these precedents it seems clear that the Wisconsin legislature might lawfully prevent fraudulent changes of grades, arbitrary or fraudulent "dockage" practiced by warehousemen, and shipping out at a higher grade than that on which the grain was taken in. Such regulations would be in aid and furtherance of commerce by protecting the rights of both buyer and seller. Thus many objections to the Minnesota system, and frauds practiced under it, might be cured. Such regulations, although not affecting interstate commerce, would be wholly local in their character, and would undoubtedly be sustained. Such regulations might even include inspection and weighing for the purpose of detecting and punishing fraud, preventing changes of grades, fraudulent "dockage" and resale of the weights found before such dockage occurred, etc. All this would be local regulation to protect the public from fraud and

imposition, and as such would not be unlawful regulation of interstate commerce.

Large and extensive police power to protect the public against imposition and fraud must be conceded to the Wisconsin legislature. It may undoubtedly punish change of grades, "dockage," and the frauds charged which have resulted in arbitrarily increasing the weight of grain shipped out of Superior over that brought in some thirty-six millions of bushels in ten years, amounting to an annual tribute of about ten per cent exacted by elevators and warehouses. But the exercise of such a power is a very different thing from seizing upon transactions taking place beyond the state line, declaring their force, avoiding them, obstructing their execution, and forcing upon interstate commercial transactions a local standard of purchase and sale.

### PURPOSE OF THE WISCONSIN ACT.

Given a system or standard of inspection by which all sales and purchases of grain in interstate commerce have for many years been made, by persons in other states which sales and purchases contemplate transportation and delivery in this state, is it within the power of this state by reason of the fact of that delivery, storage, manufacture into flour and reshipment are here made, to cripple, supersede and destroy some foreign system or standard, and compel the vendors, purchasers, carriers, warehousemen and millers to substitute one of its own? Is this a matter admitting or requiring one uniform system exclusively within congressional control? And would diverse and conflicting regulations in the different states interested tend to make commercial conflict between such states and thus require a single system? An examination of the statutes of Wisconsin will show, as I think, that their purpose is to annihilate the Minnesota inspection, and force the exclusive use of the one by them prescribed.

By this statute it is made a misdemeanor, punishable by fine and treble damages, for a carrier to deliver cars of grain to a warehouseman until inspected under the Wisconsin system, and the charges paid. Warehousemen must store all suitable grain offered, to be in all cases so inspected, must store in a grade of one hundred grade, without mixing. No warehouse receipt must be issued except under Wisconsin grades and weights. Not only must warehousemen give bonds for \$10,000 to observe the Wisconsin law, but disobedience of that law is made punishable as a misdemeanor. And the Commission was authorized to recognize the Wisconsin grades by giving permission to warehousemen to mix grades for a period of six months at any one time. The last provision was repealed by the amendment.

The purpose of these provisions cannot be mistaken. It is to make it impossible to buy and sell grain by the Minnesota grades.

### WISCONSIN LAW OBSTRUCTS INTERSTATE COMMERCE.

However justified or necessary these emphatic provisions may have seemed to the Wisconsin legislature, in order to destroy what appears from the evidence to be a fraudulent system, upheld by the combination of great interests, including buyer, seller, warehouseman and carrier, they undoubtedly not only operate as a serious obstruction to commerce, as now carried on, under what should be one uniform system, but there is also disclosed a commercial conflict of considerable proportions between two states. Wisconsin is attempting to build up her trade at the expense of Minnesota, and the people most interested have taken and are now employing radical if not unlawful measures to thwart this attempt, and keep this commerce in its accustomed channels. With the view of preventing fraud and protecting the public the Wisconsin legislature has enacted that all sales of this large product shall be made only in Superior, and delivery, storage and resale only under her inspection laws.

### WHAT IS INTERSTATE COMMERCE.

A sale of property in one state for delivery in another is a transaction of interstate commerce. The national commerce includes not only carriage, but the purchase, sale and exchange of commodities: Gloucester Ferry Co. vs. Pennsylvania, 114 U. S. 196. Keokuk vs. Portland, 128 U. S. 120. A sale for delivery beyond the state constitutes interstate commerce. Addyston Pipe & Steel Co. vs. U. S., 175 U. S. 211. 329. A transaction reaching into two or more states is interstate commerce. U. S. vs. Swift, 122 Fed. 529. Swift vs. U. S., 196 U. S. 371. Walcott vs. Keokuk, 91 U. S. 275. A regulation which imposes burdensome conditions on those engaged in commerce among the states must of necessity be na-

tional in its character. Hall vs. DeCuir, 95 U. S. 297. Interstate commerce comprehends intercourse for the purpose of trade, including transportation, purchase, sale and exchange of commodities between citizens of different states, and the power to regulate it embraces all the instruments by which such commerce may be conducted. Hopkins vs. U. S., 171 U. S. 597. Robb vs. Texas, 120 U. S. 577. Any agreement which directly operates upon the sale, transportation and delivery of an article of interstate commerce, by preventing or restraining its sale, thereby regulates such commerce to that extent and to the same extent trenches upon the power of the national legislature. Addyston Pipe Case, Supra. The sale in Minnesota affects the transportation of grain from the yard in Superior by determining its place of delivery, either in Duluth or at some elevator, warehouse or mill in Superior; and constitutes a sale in one state for transportation and delivery in another.

The effect of this legislation upon the right and power to make the sales in question is not reflex or remote, but directly obstructive. The grain so sold cannot be freely delivered, stored or reshipped, because the standard of purchase is seriously impaired, if not destroyed by the original act, and practically annihilated by the amendment. Freedom of commerce would seem to include the power to buy when, and where, and how the purchaser may choose. This power is burdened and obstructed by the legislation in question, directly conflicting and hostile to that of Minnesota. It interferes with that equality of rights between the states as to such commerce which was the design of the constitution, not indirectly or remotely, but palpably and in an important and thorough manner. Veazie vs. Moor, 14 How. 574.

### GRAIN INSPECTION UNDER CONTROL OF FEDERAL GOVERNMENT.

It is also clear to me that so important a matter as fixing the grades by which grain in interstate transportation can be sold and without which it cannot be sold on any large scale, admits of one uniform system or plan of regulation, and only one; and therefore falls within the exclusive power of congress. Certainly it cannot be bought by one and sold by another. Conflicting state systems would only obstruct. State Freight Tax, 15 Wall, 243. Welter vs. Missouri, 91 U. S. 280. Henderson vs. Mayor, 82 U. S. 273. Like the regulation of tolls of an interstate bridge, the fixing of a standard of sale, for grain moving in interstate commerce admits of only one uniform system. Covington Bridge Co. vs. Kentucky, 154 U. S. 204.

Because also the control of this great grain trade has become a matter of rivalry and commercial competition between the states and agencies acting under their respective laws, leads me to think that the subject is one of national and not state regulation.

How is it possible to market or sell grain under more than one standard or system of grading? If not seem to be most inconceivable. It would be impossible to make use of more than one standard, not only for sale but storage and the convenient transfer of warehouse receipts. One system being thus required sales in interstate commerce can only be regulated by congress except by mutual acquiescence of those taking part in the transaction. State Freight Tax, 15 Wall, 232.

### MINNESOTA INSPECTION ALSO INVALID.

Is not Minnesota building up her own trade in grain at the expense of Wisconsin, and is not Wisconsin fairly entitled to her share? And is not Wisconsin attempting to get not only her share but complete domination of the inspection, weighing and sale of grain? Both systems, as I think should be held to amount to regulations of interstate commerce, not within the concurrent powers of state and nation, but exclusively subject to congressional control.

It is true that the purchase and sale of products of interstate commerce by commission merchants upon a board of trade or stock exchange does not itself constitute interstate commerce, and that a combination among such commission men to raise or depress prices is not punishable under the anti-trust act. Hopkins vs. United States, 171 U. S. 578. But such combination is punishable when the owners of the property are themselves the buyers and sellers on such a board. Swift vs. United States, 196 U. S. 375.

It appears in the present case that complainant buys and sells its own grain on the board of trade of Duluth, Minnesota, and in aid of it the purchase and sale of grain in Minnesota for delivery or storage in Wisconsin constitutes interstate commerce, without regard to the persons



by whom the sales and purchases are made.

Although the situs of the sale may be in Wisconsin, the dealing is interstate or national in character. See the Addyston Pipe case, 175 U. S. 211, where sales of pipe in certain states for transportation to and delivery in others was held to constitute interstate commerce.

The purpose to destroy the Minnesota inspection for the purpose of selling grain, and substituting the Wisconsin system was, as I think, the dominant purpose of the statutes in question, without which they would never have been passed. Believing that such statutes constitute a regulation of commerce between the states they must be held invalid.

Judge L. K. Luse and Senator Hudnall, counsel for the Grain Commission, state that an appeal will be taken to the U. S. Court of Appeals. An appeal, however, is costly, and the funds of the Commission are running low.

The decision leaves the Commission free to inspect grain at the request of the owner, just as in other states.

For the Minnesota Inspection Dept. Commissioner C. F. Staples says: "The Minnesota inspection is not compulsory. There is no provision of the law which declares that grain must be inspected. The inspection is optional, but the state inspection has become a guarantee of high standards in the grading of the grain, and there is scarcely a car of grain sold with-



Stephen M. Ratcliffe, Vice-President.

out inspection. We do not prohibit others from inspecting grain in Minnesota houses, Wisconsin inspectors, or Chicago inspectors, may come here if they desire, and inspect grain. But the Minnesota law guarantees a state certificate whenever official state inspection has been made, and it is this state certificate which gives the value to Minnesota inspection."

F. W. Eva, chief inspector for Minnesota, says: "We have never insisted on inspecting grain. Cars that are not set out for inspection are left untouched. If anybody does not want inspection all he has to do is to say so. It is done by consent of the receivers and shippers."

While Judge Sanborn's decision gives them permission to do so, it is believed Minnesota inspectors will be slow to cross into Wisconsin, their grading of Superior grain being effected by the examination of samples taken at Cass Lake and Sandstone.

Uniform weights is the object of the convention of state sealers held recently in the Bureau of Standards at Washington. Our variety of bushel weights gave them a solid nut to crack.

Forecasts of the weather a month in advance are promised by Professor Willis L. Moore of the government weather bureau, which has been conducting observations with a view to long range predictions on a mountain in Virginia 60 miles from Washington.

## The Corn Exchange of Buffalo.

For many years the grain trade of Buffalo has been handled by members of the Buffalo Chamber of Commerce, which also numbered among its members merchants identified with many other lines of business in that city. The grain dealers, feeling that the city's grain trade was in a measure handicapped thru such an arrangement, have organized a separate and distinct body to be known as the Corn



Henry D. Waters, President.



Fred E. Pond, Secy.

Exchange of Buffalo. Henceforth this organization will control absolutely the inspection and weighing of grain in that market and conduct the grain business of the city.

The members of the Corn Exchange will retain their memberships in the Chamber of Commerce, but this will in no wise interfere with the affairs of the Corn Exchange, as it will have entire jurisdiction in the grain business.

The Corn Exchange has leased for a term of ten years, from the Chamber of Commerce, the old trading room, which is well filled with sample tables. This room

will be thoroly overhauled, redecorated and made bright and attractive.

The grain dealers of the Exchange feel confident that this taking over of the city's grain trade by an exchange, which will give its entire attention to this one line of business, will place the grain business of Buffalo on a higher plane than ever and make it deserving of increased confidence and respect from the outside trade.

The officers and directors of the new Corn Exchange for the ensuing year are: President, Henry D. Waters; Vice-President, Stephen M. Ratcliffe; Treasurer, Thomas J. Stofer; Secretary, Fred E. Pond; Directors, Henry D. Waters, Stephen M. Ratcliffe, Thomas J. Stofer, Riley E. Pratt, Stoner W. Yantis, Chas. Kennedy, Leroy S. Churchill, Bernard J. Burns and Henry F. Shuttleworth.

## Garner Caused Apparent Shortages.

By J. A. Schmitz, Scale Inspector Chicago Board of Trade Weighing Dept.

Recently the varied out-turn weights on cars shipped from a country elevator led to my testing its shipping scale with the



Thomas J. Stofer, Treas.

result that I detected a very unusual condition.

The scale was located in the upper part of the elevator with a garner over it. The scale tested correct light and loaded when the garner was empty; but, with a load in both the scale and garner the scale showed quick, or against the car 900 pounds per draft.

Upon investigating I found that when the garner was filled with grain it settled and rested upon the scale hopper, so that in weighing, the scale registered the weight of the grain in it and in addition the extra pressure caused by the settling of the garner. Cars that were weighed with the garner empty were not affected by the condition referred to, but the cars that were weighed with a load of grain in the garner all fell short at destination.

Silas (reading)—"By heck, Mandy, just listen to this: 'By the new process of cleaning wheat, the use of water is entirely done away with.'"

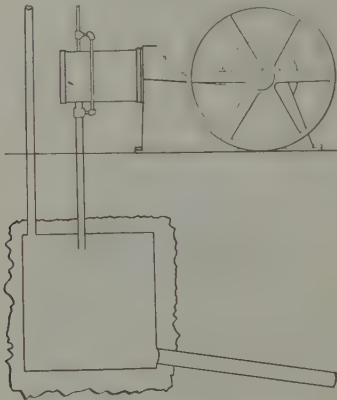
Mrs. Silas—"For the land's sake, Si, what will they be doin' next? And what will they do with the bucket-shops now?"  
—Northwestern Miller.

## Muffling of Gasoline Engines.

BY H. B. WILLOWER.

The muffling of combustion engine exhausts to eliminate the loud noise of the explosions, is sometimes overlooked by engine purchasers, but is bound to be an after consideration, as this will prove very annoying both to the owner and his neighbors. A portion of this noise can be overcome in many ways; but it requires careful attention to cover all points carefully. Many engines have been abandoned on account of having exhaust silenced in a way that caused back pressure in the cylinder, and used about 50 per cent of the engine's power to work against this pressure.

Experimenting shows that when the exhaust valve opens at the end of the engine's explosion stroke, there is about 15



Muffler for Gasoline Engines.

pounds to the square inch of pressure, which should be allowed to free itself in as open manner as possible. To do this many devices have been manufactured, such as perforated drums for screwing on the end of exhaust pipe and large drums with baffle plates causing the force of explosion to be churned in and out between plates before reaching the open air.

Devices such as these, attached directly on or to the end of exhaust pipe act as a direct hindrance to the engine's real principle, since it may require at least 50 per cent of the fuel and power of the engine to force the exhaust out through these hoods or drums.

These devices are also expensive. While the first one may not prove so, as far as actual cost is concerned, it will prove so later, as, after it has been used for a short time, the intense heat and burnt gas being exploded against it will burn it out, and this compels the owner either to get another or allow his engine to go without, leaving him in as bad shape as ever.

A very simple and inexpensive arrangement is shown in the engraving herewith which will overcome all the above difficulties and prove as lasting as the engine itself. Instead of discharging directly into the open air the exhaust pipe from the engine cylinder explodes into a concrete lined pit underground, where the sound is muffled. From the pit the gases pass thru a large pipe to the outside of the building.

While in the sketch a pipe is shown leading from the water overflow to the pit, and also a drain from pit to sewer, this is not positively necessary but simply serves to make the silencer more effective.

In piping exhaust line to pit, it should

be remembered to have as few turns as possible, as every turn in an exhaust line serves to create a back pressure and this is the one point to guard against.

In constructing this exhaust pit, it should always be borne in mind that it should have an inside capacity ten times larger than the cylinder that explodes into it. The outlet pipe or vent which allows the vapor and burnt gas into the air should also be twice the size of exhaust pipe leading from engine.

It is a good plan also to have the pit sunk deep enough in the earth so that at least two feet of earth can be filled in over the top, if this is done there will be no noise whatever other than a slight puff from the end of the vent pipe.

We have seen a twin cylinder, two-cycle engine of 50 h. p. capacity exploding in one of these pits and the noise could not be heard over ten or twelve feet from the engine room (on the outside).

These pits can be placed in basements just back of the engine block or at any convenient place and there need be no fear of vibration caused from the underground explosions if walls of pit are substantial.

For engines from 4 to 10 h. p. in size, an old oil barrel can be utilized very nicely, sinking it in the ground and filling in on the bottom and all around the outside with about six inches of concrete, so that in time if barrel rots or burns out the concrete retaining wall will remain.

## 1906 Fashion Notes for Grain Elevators.

BY U. T. D. BUILDER.

Cupolas will be worn long, but not so high as heretofore. This is not due to the fact that the high heads had a tendency to cause giddiness.

Scales and cleaners will both be worn in the lower stories. This centralizes the work, reduces the expense of power transmission and gives the Superintendent personal supervision of what is being done without the aid of several assistants.

No properly painted elevator will appear in any but the most delicate shades of steel blue and grey.

Receiving sinks will be larger and in some cases completely skirt the elevator so grain can be taken to boots from every side.

Every bon ton gasoline engine will wear larger puffs than heretofore, notwithstanding the price of fuel has materially advanced.

Bottoms will be built higher and mostly of concrete as when properly mixed this turns water much better than stone. By building them higher fire is not so likely to be communicated from burning weeds and rubbish.

Elevator sites on railway right of way will be smaller, but leases more expensive. Railroads need the money to pay dividends on watered stock.

Manilla ropes containing beautiful hammered pink strings only will be used for the long drives. They are always graceful and cling to the legs.

Gold belts embroidered in pink flowers are the only thing worn by the ultra fashionable. It may also be well to say they are wider and worn tighter this season.

Dust hoods shud be of a bright cardinal with lovers' knots in mauve on the side.

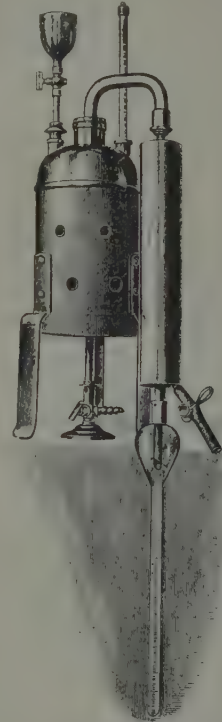
All the season's smart boots have a broad flat bow of black moiré ribbon at toe.

Every properly painted texas will have the name of its owner painted on each side in large letters.

## Quick Method of Determining Moisture.

The slow laboratory processes of the chemist for determining the moisture content of grains, however accurate they may be, are out of place in the rapid methods of our grain exchanges. A car can not wait on track accumulating demurrage while the corn is being dried in an oven.

An apparatus that cuts down the time needed for a moisture test from hours to minutes is illustrated in the engraving



Apparatus to Determine Moisture.

herewith. It operates on the principle that when grain is fried in hot oil the water is almost immediately expelled. The apparatus consists of a kettle over a bunsen gas burner, with three openings at top, one for the thermometer, one for the funnel and filling tube and the third for the escape of the steam. The outlet pipe is bent down, running thru a condenser and into a graduated glass tube.

The oil used is a mixture of cylinder oil and turpentine-toluene in the proportions of 20 to 1 by measure. About 200 cubic centimeters of the mixture is poured into the kettle together with the grain to be tested, of which 100 grams is weighed out. It is unnecessary to grind the grain. The whole is thoroughly mixed in the kettle. The condensing pipe is screwed on and the measuring tube attached. Cold water is poured into the condenser, but in hot weather cracked ice will help. An asbestos shield not shown in the engraving is placed between the condenser and kettle. The thermometer is now set in deep enuf to cover the mercury bulb. All joints are air-tight. The funnel tube has a stop-cock to hold the 50 cubic centimeters of turpentine-toluene poured in.

The kettle is now heated with a powerful gas or alcohol flame for 8 to 9 minutes to 180 degrees centigrade, which tem-



perature is held for several minutes, varying according to the kind of grain being tested. The greater part of the water is carried over while the kettle is held at the temperature of 180 C. At this temperature wheat requires to be held 4 to 5 minutes; corn, 8 min.; oats, 4 min.; rye, 3 to 4 min., and barley, 5 min. Now the stop-cock of the funnel is opened, permitting the 50 cu. cm. of turpentine-toluene to run quickly into the kettle, which cools considerably. Immediately the flame is turned on strong to raise the heat to 200 degrees C., and as soon as this degree is reached the flame is withdrawn. When the mixture has cooled to 180 C., the graduated glass tube is removed and rolled in the hands several times to collect in one body the drops of water. Oil also passes over with the water, but it remains separate, and the height of the water is easily seen and read.

Strict accuracy requires an account of the water suspended in the oil, which, if the directions have been followed, should amount to .2 centimeter. Adding .2 cu. cm. to the reading of the tube gives the amount of water in the grain tested.

The apparatus was devised by Dr. J. F. Hoffman, director of the Experiment Elevator at Berlin, Germany, to provide a method so simple that a novice can ascertain the amount of water in grain within 30 minutes and without the use of a chemist's scale.

## Shortage in Shipment Allowed.

The Arbitration Committee of the Grain Dealers National Ass'n has rendered the following decision upon the case of Caswell E. Rose, of Nashville, Tenn., vs. The J. T. Stark Grain Company, of Plano, Texas:

From the information submitted to this Committee it would seem the chief contention between these parties is one of discrepancy in weights. The defendant sold to plaintiff ten (10) cars of oats at a given price, delivered Memphis, but to be billed to Nashville. There was nothing specified in the trade as to where the oats were to be weighed, but this matter is not material for the reason there is practically no difference in the weights except on two (2) cars. Out of the ten cars shipped it appears six of them over-run the shipper's weights at destination, while the remaining four fell short as follows:

1 car	20 lbs. short.
1 car	215 lbs. short.
1 car	1275 lbs. short.
1 car	12060 lbs. short.

You will see therefore there is really contention on but two of these cars, as the other differences were so slight it could easily be variation in scales. The records also disclose that the other cars over-run from 151 lbs. to 515 lbs. on each car. Thus it will be seen on eight of the cars the scales were weighing very closely, and it looks like any great departure from this uniformity would be an error in weighing.

We find most of the trouble arises on car No. 21838, which shows a difference of 12060 lbs. The plaintiff, however, substantiates his weights in this matter by sworn certificates from his weighmaster, also from himself and one other party. Each of these parties make affidavit to the fact that this car contained but 27680 lbs., whereas the shipper's invoice called for 39740 lbs. In addition to these affidavits concerning the weight they each aver that the car contained but 193 bags of oats, which being reduced would give an average of a little over 141 lbs. to a bag.

We also find further affidavits from the plaintiff, and from his weighmaster, stating before this car was unloaded their attention was called to the apparent shortage and they were therefore very careful regarding the weights.

It is also disclosed from the evidence furnished that the sacks in the other cars were all found to average about the same amount in each sack as was found to be in the car which fell so short. This would show to the Committee that the error must have been made at the point of origin, as it does not seem possible that two men could make a mistake in counting 193 sacks, consequently plaintiff's weights must be correct.

In view of the facts furnished to us we have concluded that the plaintiff is entitled to the amount claimed, and therefore ren-

der a judgment in his favor of \$52.27, and in addition thereto the cost of arbitration is to be borne by the defendant.

Respectfully submitted,

C. B. Jenkins,  
Adolph Gerstenberg,  
Warren T. McCray.

## Improvement of Seed Barley.

The introduction of *pure races* of barley will have an immense bearing commercially upon the malting and brewing industry of this country.

Considerable experience has shown us that the wisest plan is to get from all over the world big collections of seeds to increase our chance of finding among them single plants with the particular characters we are looking for.

I know that Dr. Nilsson, for example, in producing his new pedigreed types, has not confined his attention to home grown Swedish barleys; in fact, one of his best selections has been made from an Austrian barley. The problem of acclimatization of these barleys will have to be solved in each individual new pedigreed race after it has been produced by selection.

There is just as much to be done after the pure race has been established on a small scale, in the fitting of this new race of barley into the conditions of climate and soil in which it will do its best work, and I anticipate that in many cases a variety originated by selection in Wisconsin may prove more valuable and better adapted to the conditions in Minnesota than in the locality where it originated.—Excerpt from a letter of David Fairchild, U. S. Bureau of Plant Industry, to Dr. Robert Wahl of the Wahl-Henius Institute.

## Moving Elevator 'Cross Country.

Reconstruction of railroads and the double-tracking of lines during the past few years in the central and northwest-ern states has forced the removal of elevators at scores of towns.

More serious is the problem presented when a railroad is abandoned for a location many miles distant. The unfortunate owners of houses along the abandoned right of way, after vainly racking their brains, have given up trying to find a use for their building. In some cases the building has been taken down and rebuilt elsewhere; but the most popular plan, when possible, is to move the house as it stands to its new location.

The illustration herewith represents Charles Pake's elevator at Denbigh, N. D., being moved from his private ground to the railroad right of way. The leaning position of the house is due to being rolled up an incline of 12½ per cent to get it to an elevation 8 ft. above the ground. This is a 26-ft. cribbed house of 30,000 bus. capacity, but D. S. Nelson, the contractor for the moving, has moved larger houses, one of 52,000 bus. capacity a half mile, across three tracks and on a 4½-ft. grade. Other houses have been moved several miles and up and down hill.

In view of what has been accomplished in moving elevators, the grain dealer who is not doing a good business with his elevator at its present location will do well to figure with a responsible mover on the cost of moving the plant to a more profitable site.



Moving and Raising Charles Pake's Elevator at Denbigh, N. Dak.

## Refused to Give Cars for Warehousing Grain.

BY IDLER.

"One devil," quoted Dean, "does not make a hell." "No," responded Blaney, "but he can give us a pretty fair sample of what it's like." And this ancient truism, so often rediscovered, was followed by a silence on the part of the speakers, pierced only by a hissing of escaping steam from an engine on the siding, which seemed to say "ssit's so!"

"Wonder what he's up to now," Dean remarked. "Don't know," said Blaney, "but when I came from the house, this morning, his sorrel mare was just passing out of sight down the pike towards Sidon, and by the way her spindle shanks were moving through the dust, I figured he was behind the reins. Probably he's after old man Haney's last lot of barley—the one you 'nd me were going to divide between us this spring. Can't see how I'm to fill that sale at St. Louis 'less I get some of it."

A rush of hoof-beats on the still-frozen ground caused them to straighten up suddenly, and around the corner swung the alleged "limb of Satan," leaning back to preserve his balance and leering at them with a cock-sure insolence that brought the blood surging into Blaney's fair-skinned countenance. "Hello, you old skinkflints," he flung out gleefully, "hatchin' up some new plot tuh keep out competition? Ye'll hev tuh grease them wheels in yer noddles 'nd make 'em revolve faster 'n they do now. Ged ap, Bedelia!"

The taunt brought Blaney to his feet with a jerk, but Dean laid a restraining hand upon him. "Never mind," said the latter, "give th' fool enough rope 'nd he'll lynch himself. Come along over to th' station with me. I've an idea he'll be there in the hour, and maybe we'll hear something interesting. By the way, you know I was in Centerville yesterday 'nd I dropped in for a few minutes chat with Tom Dyer, the Supt. of this division, who used to go to school with me. We mentioned scoopers, among other things."

"Did you?" said Blaney. "Well, then, I hope you put him right about th' d—d spalpeen who's after tryin' to ruin our business."

"Wait 'nd see," answered Dean.

Seated on a bench beside the open window of the operator's room, they heard the disturber tramp noisily in and call to the agent, "Hello, Dowling, I want four 50's 's soon' yuh c'n get 'em here."

"H'mm," replied Dowling, with the throaty rasp that usually preceded his deliberate answers, "in a rush fer them, be yuh? Waal, that's too bad, caze I don't know's I c'n get any fer yuh jest now."

"Whaderyuh mean?" shouted his visitor, "there ain't no scarcity uv cars!"

"Yes thar be," rejoined Dowling calmly, "leastways on this division. Th' ole man wired me yisterday th't ev'ry box car he cud lay his hands on had bin ordered South ter load coal, includin' two fer our friend Dean, here, that'd bin stopped at Xenia 'nd sent back on No. 9. Th' miners may strike any time, now, 'nd our road ain't goin' ter be caught nappin'; yuh c'n jest bet yer bottom dollar on that. Its—"

"That sounds all right, but I b'lieve yur comin' the same sort uv game on me like I run up against over 't Bisby," broke in the scooper excitedly; but at sight of the agent's darkening face he changed to a more subdued tone and inquired, "When kin I get some cars?"

"Can't say right-off," was the discomfiting response, "mebbe in two weeks,

mebbe not fer more. Yuh see till them thar cars get back we'll hev ter get along with those th't come in from th' east wuth merchandize, 'nd only shipper wuth elevators 'll stand much show uv gettin' any jest yet, caze th' company can't hev cars standin' on side-tracks waitin' fer wagons ter come 'nd fill 'em up. Yuh riccollict th' last car I give yuh was here more'n four days 'fore yuh got th' stuff in."

Understanding was apparent in the face of the would-be shipper, who certainly did not pass for a fool, and he made an angry gesture of dissent; but evidently his experience at Bisby or elsewhere had taught him the futility of argument, for he suddenly turned on his heel and left the station, muttering something about "discrimination" and an "appeal to the R. R. Commission." His jaunty, confident air had fled.

Dowling came to the window, greeting Dean with a long, slow wink, which that worthy returned by a grin. Blaney laughed and slapped his thigh in an ecstasy of mirth too deep for words. But the scooper, who had entered and left by the opposite door, did not see this bye-play, which perhaps was just as well for his peace of mind. At last accounts he was "lecturing" to gatherings of farmers in the Northwest, with all his aforesaid jauntiness restored; for, to those of his stripe, that land is as one "flowing with milk and honey."

A contract for 1,050,000 bushels of concrete grain storage was let recently at Chicago by the A. T. S. Fe. R. R. for \$151,243, or less than 14½ cts. per bus. The railroad company preparing the ground and furnishing the concrete.

Wheat has merit; it is cheap. Our local stocks are large and the bears make much ado about it, but in our opinion these bears will run out of solid shot one of these days, in fact they are firing lots of blank cartridges now. The tight money market racket has been worked to death. The market will become oversold, and up it will go again. The trade is mostly professional, of scalping nature, or in other words, "catch em and skin em."—E. A. Brown & Co.

## Outside Receiving Tracks.

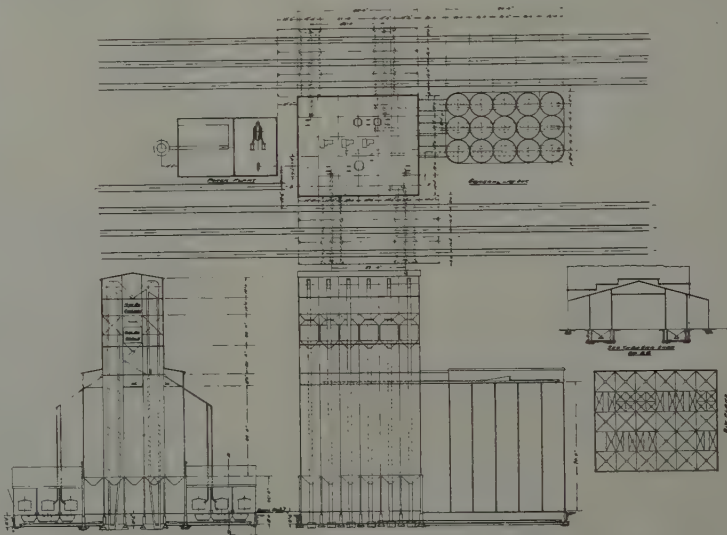
In the outside receiving tracks with their large track hoppers discharging onto a belt conveyor, we have one of the most notable departures from the old-time arrangement of terminal and transfer elevators. By running the receiving tracks thru sheds adjacent to the elevator proper, but containing receiving pits of sufficient capacity to hold the largest carloads, the expense of installation and operation is greatly reduced and tracks may be elevated to provide a gravity switch yard. It is not necessary to have so many receiving legs and all of those installed may be kept busy elevating grain most of the time. If receipts are heavy, all of the receiving legs may be kept occupied continuously and never run empty. Then, too, the workmen have the entire house to themselves and do not find it necessary to take down spouts running from bins to boots when the engine comes to shift a fresh lot of cars.

Some old-time Chicago elevators have been raised despite the great expense connected therewith, and others have their receiving sinks so close together that when receiving grain from modern cars, it can be received only at every other pit. Shud time bring other physical changes in the style and size of grain cars, it will be a simple and inexpensive matter to build new receiving sheds for elevators having outside receiving tracks suitable to receive grain from the new cars.

The fire hazard, too, is also reduced by keeping cars and locomotives outside the elevator. No locomotive will puff its sparks upon the dust laden joists.

The receiving capacity of the elevator with outside receiving sinks can be increased indefinitely and at nominal cost as one large leg will easily care for four receiving sinks of carload capacity.

This arrangement of receiving tracks has been used by the Barnett & Record Co. for nearly two years, it having been installed at the C. P. R. Eltr. B. at Fort William, Ont., with two tracks; C. P. R. Eltr. E. at Fort William, Ont., two tracks; C. G. W. Ry. Eltr. at Kansas City, Mo., five tracks; L. S. & M. S. Ry. Eltr. at Indiana, Harbor, Ind., six tracks and at the Cleveland Grain Co.'s eltr., Sheldon, Ill.,



Plans and Elevations L. S. & M. S. Transfer Elevator at Indiana Harbor, Ind.



three tracks. This company has applied for letters patent covering the features embodied in outside receiving tracks with separate track hoppers discharging to conveyor belts.

The C. G. W. Ry. Eltr. at Kansas City, plans of which are given herewith, has five receiving tracks and hoppers in receiving shed. Each of the five pits are served by the same conveyor belt, but as the one receiving leg has an elevating capacity of 10,000 bus. an hour, approximately ten cars can be received every hour with ease. However, the receiving capacity of this house can easily be doubled by installing another leg and five receiving hoppers.

The two tracks nearest to the house may be used for shipping tracks without in any way interfering with the use of the three outside tracks for receiving. Two loading spouts are provided so that four cars can be filled at a time. Each track hopper is independent of every other and grain can be fed to conveyor belt from only one hopper at a time, so there will be no mixing. A three-drum car puller in the basement of the elevator proper is so arranged that it can be used to move cars in either direction on any of the five tracks.

The new L. S. & M. S. Ry. transfer eltr. at Indiana Harbor, Ind., which is also shown by tracings given herewith, no doubt has the largest receiving capacity of any elevator yet constructed on this plan. On opposite sides of it are three receiving tracks with two receiving hoppers under each track so that twelve cars may be unloaded simultaneously. This house, having four receiving legs, with an elevating capacity of 10,000 bus. per hour each, and four conveyor belts transferring the grain from the receiving hoppers to the boots of the receiving legs, gives it a very large receiving capacity. In the cupola are six garners and hopper scales of 1,600 bus. capacity each, so that none of the receiving or shipping legs need stand idle waiting for a scale.

The receiving capacity of this elevator is so large that should all of its receiving pits be kept in use, grain could be unloaded continuously and still not cause any congestion or trouble.

This elevator, like the Maple Leaf house at Kansas City is provided with loading spouts, so that four cars may be loaded on each side of the house simultaneously.

The Lake Shore eltr. easily doubles the receiving and shipping capacity of any eltr. having a like number of legs and scales. It is designed to give rapid handling, both in and out. None who will study the plan can doubt its perfect attainment.

The working part of this elevator, like that of the Maple Leaf elevator at Kansas City, is a steel structure covered with fire-proof tiling. Its 45 bins afford a total storage capacity of 300,000 bus., which is supplemented, as is also the Maple Leaf elevator at Kansas City, by a number of tile storage tanks adjoining. The tank storage can be increased as desired at nominal cost.

The outside receiving track with its receiving pit underneath has so many advantages which are apparent to every practical elevator man, that it is very doubtful if any extensive storage or transfer plant will hereafter be built with tracks running thru the house.

## Program of National Meeting.

The program for the 10th annual meeting of the Grain Dealers National Ass'n, which will be held at the Auditorium Annex, Chicago, June 4 and 5, is as follows:

### MONDAY MORNING, JUNE 4TH.

10:00 A. M. Invocation: Rev. Smith Thomas Ford, Chicago.

Address of Welcome: Geo. F. Stone, Secretary Board of Trade, Chicago.

Response to Address of Welcome: Charles England, 1st Vice-President, G. D. N. A., Baltimore, Md.

President's Address: M. F. Dunlap, O'Fallon, Mo.

Executive Committee's Report: Revised Constitution and By-Laws, Henry L. Goemann, Chairman, Toledo, O.

Appointment of Committees.

### MONDAY AFTERNOON.

2:00 P. M. Secretary-Treasurer's Report, John F. Courcier, Toledo, O.

Arbitration Committee Report: Warren T. McCray, Chairman, Kentland, Ind.

Reciprocal Demurrage: O. A. Burks, Decatur, Ill.

Report of the Membership Committee: A. G. Tyng, Chairman, Peoria, Ill.

Uniform Grades, E. L. Rogers, Philadelphia, Pa.

### TUESDAY MORNING, JUNE 5TH.

9:00 A. M. Organization: E. M. Wasmuth, Pres., Indiana Grain Dealers Ass'n, Roanoke, Ind.

Better Crop Reports: George A. Wells, Sec'y Iowa Grain Dealers Ass'n, Des Moines, Ia.

Report of Legislative Committee: H. E. Halliday, Chairman, Cairo, Ill.

Southwest: Mr. W. C. Goffe, Kansas City, Mo.

Report of Trade Rules Committee: Arthur R. Sawers, Chairman, Chicago, Ill.

Mutual Fire Insurance: C. A. McCotter, Sec'y, Grain Dealers Mutual Fire Insurance Company, Indianapolis, Ind.

### TUESDAY AFTERNOON.

2:00 P. M. Report of Committee on F. O. Paddock's Niagara Falls Address; Charles England, Chairman, Baltimore, Md.

Terminal Facilities: Daniel P. Byrne, St. Louis, Mo.

Informal Discussion:

Uniform Confirmations.

Uniform difference in price of off-grades.

Uniform method for tracing shipments.

Grain Improvement.

(Any of these subjects may be taken up under special order at the discretion of the meeting.)

Unfinished Business.

New Business.

Committee Reports:

Auditing Committee.

Resolutions Committee.

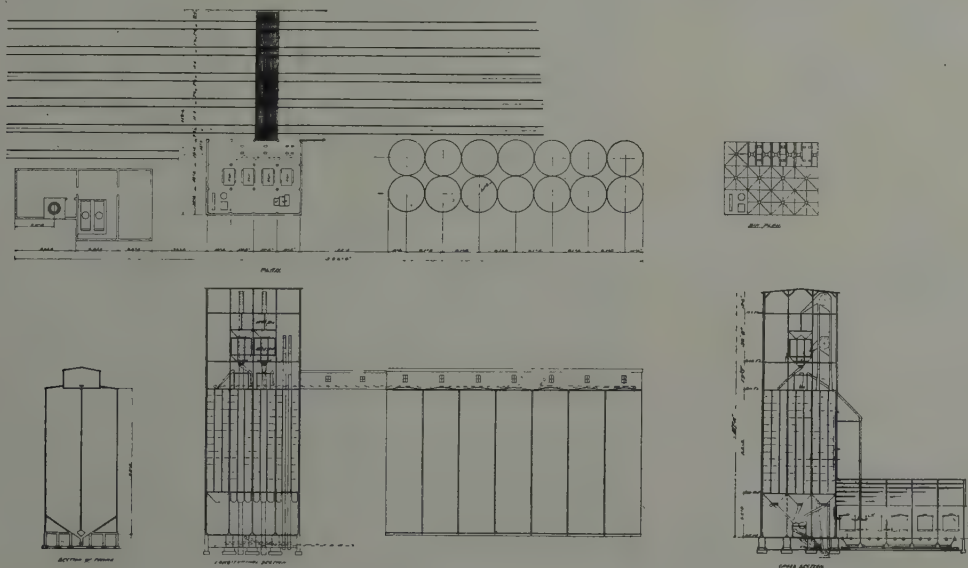
Nominating Committee.

Election and installation of officers.

Adjournment.

Free alcohol will greatly benefit scores of industries.

A corner of the hop crop is said to have been started by three firms following the destruction of hops in San Francisco. It is said nine-tenths of the crop has left the growers.



Plans and Elevations of Great Western Railway Elevator at Kansas City, Kan.

### Separation of Garlic from Wheat.

In the states of the Atlantic seaboard and locally in states east of the Mississippi River the wild garlic pest is the despair of wheat growers.

Garlic gums the rolls of the mills and gives the flour a garlic odor that is disagreeable in the bread. On account of the damage following its mixture in grain, and the exceeding difficulty of separating the weed, wheat containing considerable garlic has always been sold at a discount of 20 to 40 per cent under No. 2 red.

Since its introduction into the United States from Europe more than a century ago wild garlic, *Allium vineale*, has made a slow but steady progress over the states of Maryland, Delaware, North Carolina, South Carolina, New Jersey, Connecticut, Pennsylvania, Virginia, West Virginia and Tennessee. Being propagated by underground bulbs, aerial bulblets and seeds it is one of the worst weeds to eradicate. In some sections the growing of wheat has had to be abandoned on account of garlic having taken possession of the soil. In the three states of Maryland, Virginia and Tennessee the annual crop of garlicky wheat is estimated at one-half the whole, or 14,500,000 bus., on which the loss at 15 to 25 cents per bu. amounts to millions of dollars. In Tennessee wheat containing excessive garlic has been sold at 15 cents per bu. to feed stock.

Similarity in size and shape of wheat grains, A, and the aerial bulblets of wild garlic, B, as shown in the engraving herewith, makes a separation impossible during the autumn by the ordinary cleaning machinery. After the bulbs have frozen they become dry and are readily blown out. In view of this fact experiments in artificial drying at the suggestion of Geo. Hess, Jr., were undertaken in June, 1905, by J. W. T. Duvel, asst. in the seed laboratory of the Bureau of Plant Industry at Washington, with samples of garlicky wheat supplied by the Baltimore Chamber of Commerce, Walter Roberts of Alexandria, Va., and E. H. Darby of Seneca, Md., using the Hess Grain Drier.

The Baltimore Chamber of Commerce supplied one lot of 44 bus. of rejected wheat containing when received 16.55 per cent of water and 2.17 per cent of garlic, with which two experiments were made. A portion of the wheat was dried for 2 hours at a maximum of 136 degrees F., and after cleaning, the percentage of garlic was reduced to nearly  $\frac{1}{4}$  of 1 per cent. Another portion was dried nearly four hours at a maximum temperature of 140 F. and mixed with the first portion, which had undergone a second drying of  $\frac{1}{2}$  hour, the percentage of water in the whole being 7.41. After cleaning the quantity of garlic was found to have been reduced from 2.17 to .05, 97.6 per cent of the garlic having been removed. The secretary of the Chamber of Commerce declared the increase in value due to the treatment to be fully 17 cents per bu., having been raised from rejected to No. 2 red.

Three tests were made with a lot of 38 bus. rejected wheat sent by Mr. Roberts, containing .56 per cent of garlic, 15.08 per cent of water and weighing 57.5 pounds per bu. The first test by drying 3 hours at 153 to 158 F. reduced the moisture to 7.92 per cent, the garlic to .05 per cent, and raised the weight to 59.25 lbs. per measured bu., and to 60.6 lbs. after cleaning. In its original condition the wheat was purchased for 55 cents per bu., and after drying and cleaning it was graded No. 2 red, valued at 85 cents per bu., a gain of 30 cents. The second test contin-

ued 3 $\frac{1}{2}$  hours, reducing the garlic to .06 per cent. The third test, drying 2 $\frac{3}{4}$  hours was less effective, the percentage of garlic being reduced to .07.

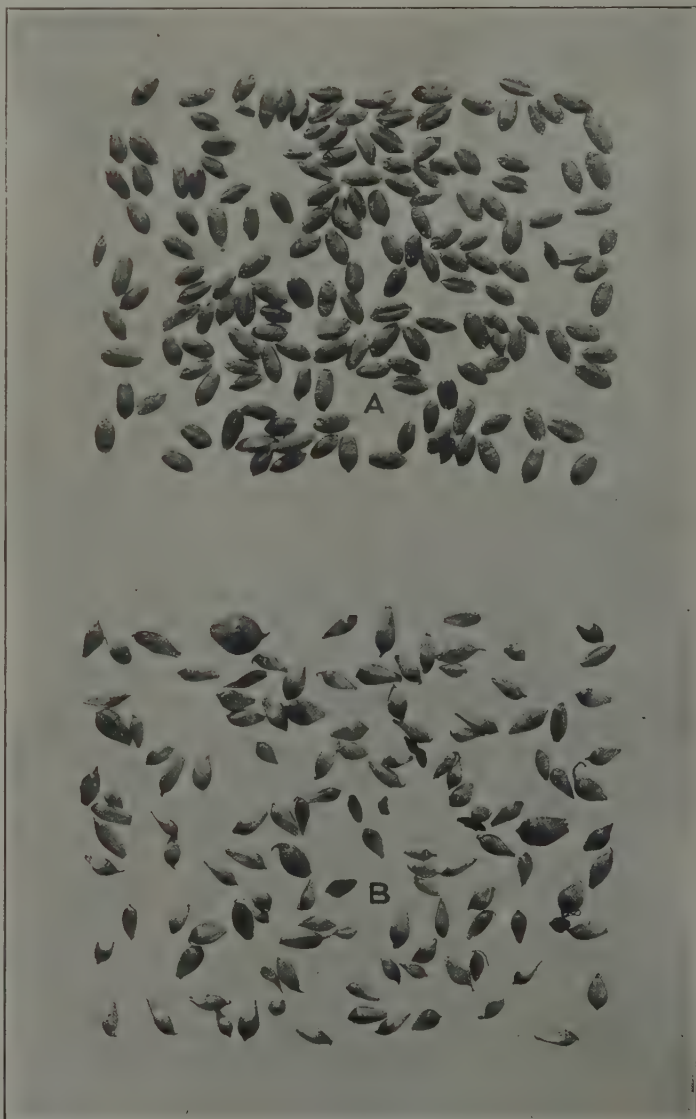
Thirty bus. of rejected wheat containing 2.04 per cent of garlic, 16.2 per cent of water and weighing 56.5 pounds per bu. was divided into two lots, and dried 3 hours, one lot at 113 to 154 F., and the other lot at 122 to 146 F., reducing the moisture to 8.2 per cent and 8.83 per cent, and the amount of garlic to .17 per cent, showing that the temperature shud have been higher and the treatment continued a little longer. The grade was raised to No. 2.

The garlic bulblets in wheat contain 35 to 70 per cent water and the wheat grains 15 to 20 per cent. Drying has the effect on the wheat of shrinking, and on garlic leaving the outer membranous covering distended. To remove the garlic it is necessary to reduce the moisture in the wheat

to 8 per cent, which is about 5 per cent less than No. 2 red wheat normally contains, so that the mixture of the treated wheat with other damp grain will improve the whole. Mr. Duvel believes that the actual cost of operating the machinery for the drying and cleaning shud not exceed  $\frac{1}{2}$ c per bu.

Considering the cost of operating the machinery, the loss in weight due to the garlic removed and the loss of the water in the wheat, the cost of drying and cleaning the three lots of wheat experimented with was 5 $\frac{1}{2}$ , 2 $\frac{3}{4}$  and 4 4-5c per bu.

While temperatures of 140 to 175 degrees F. will destroy the vitality of grains where there is no circulation of air, Mr. Duvel states that when the drying is done in such a way that the moisture liberated will be readily carried away, as in commercial grain driers, there is little danger of destroying the vitality of the grains, even tho the duration of drying be several



Wheat Grains (A) and Aerial Bulblets of Wild Garlic; (B) Natural Size. After Duvel, Bulletin No. 100, Bureau of Plant Industry, U. S. Dept. of Agri.



times greater than in the foregoing experiments. The percentages of germination are higher after drying than before.

The experiments made by Mr. Duvel are fully set forth in Bulletin No. 100, part III., of the Bureau of Plant Industry, entitled Garlicky Wheat, a pamphlet of 18 pages, illustrated.

## Plan of Indiana Corn Elevator.

A large country elevator with special equipment for handling corn has been erected at Fowler, Ind., by the Fowler Grain Co., and its plan is shown in the engravings herewith.

The ear corn storage is in a building close by having walls of studding and 4 hoppers bins filled from the cupola of main building by a spout 12 x 14 in. inside, and emptied by a chain conveyor, as shown in the cross section thru elevator and crib.

The main building is cribbed 56 x 36 ft. and 87 ft. high from basement floor to ridge of roof. Three feet away is the ear corn house, 24 x 20 ft., 40 ft. high. The power house is distant 20 ft., built of brick, 26 x 27 ft., with adjoining coal house, 26 x 15½ ft.

The driveway approach to the three wagon dumps is on an easy grade, tho the concrete floored basement is 10 ft. in the clear. As shown in the floor plan herewith the grain from each dump is fed to its independent stand of elevators by a chain drag.

Large capacity is obtained by running the bins down nearly to the grade line. These 6 bins are hoppers toward a chain conveyor running in a tunnel of inverted V-shape, shown in the cross section herewith. The total capacity is 75,000 bus.

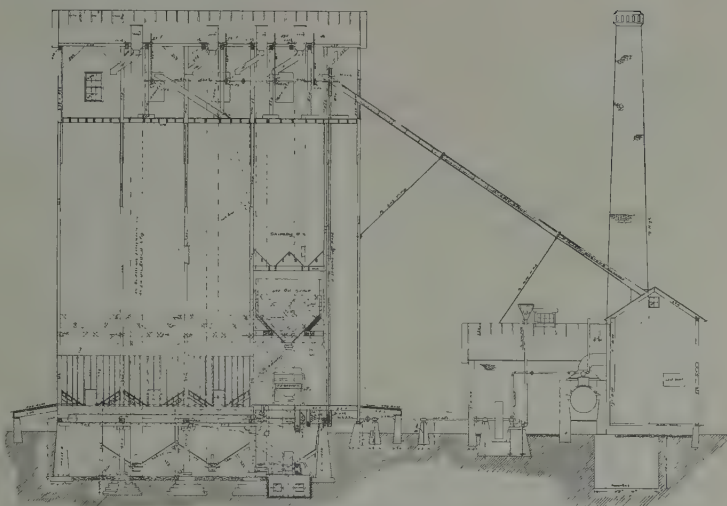
In the basement is a Western Corn Sheller, from which the corn is elevated by a short stand to Western Cleaner on the working floor. The boot of this and the next stand of elevators are sunk nearly 4 ft. lower than the boots of the other 3 legs. Over the corn cleaner is a 600-bu. hopper scale and above this is, the double-hoppered shipping bin.

Turn spouts direct the corn from any of the elevators to any of the 4 bins in the outside crib. Cobs are run thru a 12-in. spout of No. 18 galvanized iron to the coal shed. Shelled corn and small grain is loaded into cars thru an 8-in. iron spout.

Power is taken by shaft from the engine to the basement where transmission is by 4 strands of rope to the cupola and by belt to cleaner, sheller and chain conveyors in the basement. The transmission well also houses the passenger lift. The engine room is separated from the coal shed by a 13-in. brick wall. The smokestack is of brick. The outside foundation walls of the main building are of cement concrete, the underpinning on stone footing, as shown in the longitudinal section herewith. This elevator was designed and erected by the Reliance Construction Co.

Ready dressed mill cogs that are interchangeable and can be put in place of broken cogs in a few hours possess great practical advantage.

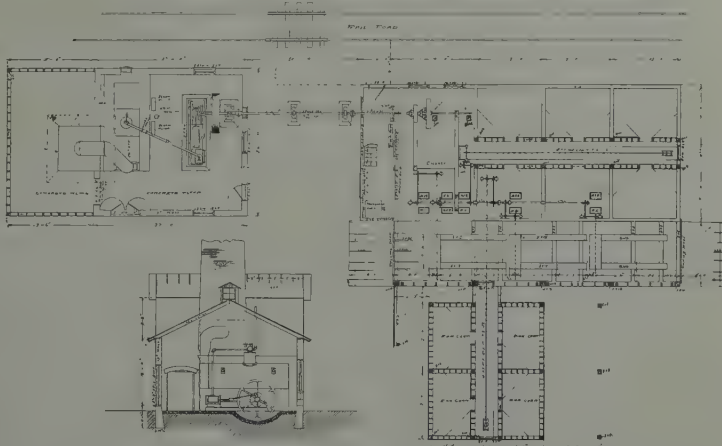
Hearings on the free alcohol bill are being held by a sub-committee designated May 3 and composed of Senators Aldrich, Allison, Burrows, Spooner, Hale, Bailey, Money and Teller. Commissioner Yerkes of the Internal Revenue Dept. has prepared a statement of the probable effect on the national taxes.



Longitudinal Section.



End Elevation of Elevator and Crib and Cross Section.



Floor Plan of Fowler Grain Co.'s 75,000-bu. Corn Elevator at Fowler, Ind.

# Grain Trade News

## CALIFORNIA.

San Francisco, Cal.—The evidence against Jacob and Herman Eppinger, accused of having borrowed large sums on fictitious wheat certificates, is said to have been destroyed.

## CANADA.

Kisbey, Sask.—The Northern Elevator Co. is building an elevator.

Exeter, Ont.—The grain warehouse of Levett & Rollins burned recently. Loss, \$1,000.

Roblin, Man.—The Ogilvie Milling Co. and A. Setter, of Russell, will build eltrs. here this summer.

Port Arthur, Ont.—The Western Eltr. Co. has secured an option on a site here on which it will build a large eltr.

Montreal, Que.—W. W. Ogilvie, son of the late W. W. Ogilvie of the Ogilvie Milling Co., shot himself accidentally Apr. 20, dying 2 hours later.

Halbrite, Sask.—A scaffold in one of the bins of the eltr. being built for the Lake of the Woods Milling Co. fell Apr. 23 and 3 men were injured.

Keewatin, Ont.—The half-million concrete storage plant being constructed for the Lake of the Woods Milling Co. by the Macdonald Engineering Co., is nearing completion.

Toronto, Ont.—At the last meeting of the council of the Toronto Board of Trade 450 new members were admitted. Among the number were 59 grain men and 32 millers.

Macleod, Alta.—The Gate City Milling Co., of Keokuk, Ia., has been offered a free site and exemption from taxes for 10 years to build a 200-barrel flour mill at Macleod.

Thorndale, Ont.—J. W. Evans, a miller, was awarded 1 cent in a suit for slander against A. Tolton, a local grain dealer, who, the plaintiff charged, stated that the miller was unfair in his business dealings.

Strathcona, Alta.—The eltr. and tower for the Brackman-Ker Milling Co. have been completed. The eltr. is of cement, 88 ft. high, 30 ft. in diameter, and has capacity for 100,000 bus. of grain. The tower is of steel, 112 ft. high.

Beeton, Ont.—One of the eltrs. of G. T. Somers & Co. burned Apr. 22, with 4,000 bus. of wheat, 1,200 bus. of barley and a quantity of rye. Loss about \$5,000 on grain, covered by insurance. Loss on building is about \$1,000 above insurance carried. The eltr. will be rebuilt.

Calgary, Alta.—Contracts have been let for the machinery and engines to be installed in the 1,000-barrel mill to be built by the Calgary Milling Co. The present mill has capacity for 300 barrels. The 500-barrel mill for the Western Milling Co. has been completed.

Kingston, Ont.—The Frontenac Milling Co. will discontinue business and the affairs of the firm are to be wound up by the liquidators on orders from Chief Justice Mulock on application of the Ontario Bank, to whom the company owes \$704,000, half of which is secured to the bank.

Montreal, Que.—The new Grand Trunk Pacific Eltr. was opened Apr. 28 and the Montreal Warehousing Co. entertained all the local grain merchants and railroad officials on that occasion. The first grain that went thru was consigned to Wight & Esdaile and consisted of 200,000 bus. of Manitoba wheat.

Edmonton, Alta.—The eltr. at St. Albert collapsed on the afternoon of Apr. 22, with 15,000 bus. of grain, and damaged the mill close by. The eltr. is a total wreck. Loss, \$10,000. The brick foundation is believed to have been poorly constructed. The eltr. was built last fall by the municipality and leased to the local company.

Montreal, Que.—Robert Peddie, one of the oldest grain merchants here, died Apr. 18, aged 67 years. Soon after coming from Scotland in 1865, Mr. Peddie entered the grain business with the firm of D. Butters & Co. and became a member of the Corn Exchange in 1879. For several years Mr. Peddie had been retired from active business because of ill health.

Calgary, Alta.—On the line of the Canadian Northern within Alberta, eltrs. are being erected or will be erected at Fort Saskatchewan, Bruderheim, Calvert, Laverne, Lavoie, and Mannville, on the east side, and at Stony Plain and Spruce Grove on the spur running directly west of Edmonton. These, along with half a dozen others on the Calgary and Edmonton road at Ponoka, Leavings, Okotoks and Pincher Creek, besides one at Camrose, on the Westaskiwin branch of the Canadian Pacific Railway, are being built and will probably be taken over by the Pacific Eltr. Co.

Regina, Sask.—W. R. Motherwell, minister of agri., introduced in the Saskatchewan legislature May 3 a motion urging the Dominion government to readjust the grades of wheat to permit of a larger percentage of the best wheat to enter into the highest grade, and thereby remove the very erroneous impression being created that western Canada is not capable of growing, even in the most favorable seasons, more than a very small percentage of No. 1 hard, which impression is entirely due to the alleged unreasonable high standard set up by the act, and not to the quality of the wheat grown or to the capabilities of the country producing it.

## WINNIPEG LETTER.

Esterhazy, Sask.—Jas. Saunders, of Whitewood, will build a mill this summer.

Yorkton, Sask.—The Doukhobor Trading Co. will build an eltr. and large grist mill.

Kenora, Ont.—The Maple Leaf Milling Co. will build a 400,000-bu. eltr. and 60,000-bu. working house.

Lamont, Sask.—The Lamont Farmers Eltr. Co. has been organized and will build an eltr. to handle the coming crop. —R. F. R.

## COLORADO.

Trinidad, Colo.—Frank McBride has sold his interest in the Jamison-Conger Grain & Produce Co.

## CHICAGO.

Early deliveries on May contracts were hard winter wheat at the discount.

Memberships in the Board of Trade are selling at \$2,500 net to the buyer.

Members of the Board of Trade have subscribed over \$21,400 to the San Francisco relief fund.

Thaddeus P. Sears, who had been a member of the Board of Trade for many years, died Apr. 28.

Two members were suspended from the Board of Trade recently for failure to meet their business obligations.

W. W. & O. L. Hunter have added a flour department to their grain commission business, with Hugh Brown in charge.

Geo. Tough, secy. of the Mueller-Young Grain Co., has taken a six weeks' vacation and gone to Scotland to visit his parents.

"Bids" and "offers" having followed puts and calls into oblivion, attention now is directed to other forms of so-called "indemnity."

Amendments to the provision rules to make them conform to the present practices of the packing trade were adopted by the Board of Trade May 2.

W. B. Andrews, formerly a member of the Board of Trade and of the firm of Roche & Andrews, died May 5. He retired from active business about 5 years ago.

Somers, Jones & Co., commission merchants, have moved from their offices in the Postal Telegraph building to their new headquarters, 82 Board of Trade bldg.

Six memberships were purchased recently by the Board of Trade at \$2,800 net to the seller, and two more at \$2,500, making 24 memberships so far bot by the Board.

The Board of Trade was granted a permanent injunction May 7 restraining the Hammond Eltr. Co. from using in any manner the quotations of the Chicago market.

W. H. Perrine & Co. incorporated, \$46,000 capital stock, to deal in seeds, coal and lumber. Incorporators, Milton I. Foreman, John W. Beckwith and Jos. F. Grossman.

Geo. N. Archibald, an operator on the Board of Trade for many years, died May 5, aged 82 years. He was a prominent member of the Board of Trade about 20 years ago.

Grain shippers and vessel agents are not disturbed over the strike of the longshoremen, believing that the weakness of their demands will be shown on the first real test. Non-union shovelers will be employed to load the boats.

Solicitor's commissions were discussed May 4 at a meeting of commission merchants with the violation of rules committee. It was agreed that solicitors should be allowed a maximum of 20 per cent, which is \$2.50 on each 5,000 bu. order procured by them.

An amendment to the rules requiring track buyers to make their bids to the country on a basis that will allow commission and other charges has been numerously signed by the receivers and presented to the directors, who, acting on the advice of Atty. Robbins that its phraseology is illegal, disapproved the proposition. A similar rule has long been in effect in the Minneapolis and Milwaukee markets. Its purpose is to create



more open competition for the grain sold by sample on the exchange floor, by forcing the big concerns who can pay well for grain to make their purchases on the floor instead of on track bids.

The applications of Martin J. Hogan and Wm. H. Wheeler for membership in the Board of Trade have been approved by the directors. Applications for membership have been made by Wright S. Travis and Geo. G. Guyer. The following memberships have been sold recently. Frederick M. Fish, Estate of Geo. A. Hellman, Sr., E. C. Ward, Richard H. Bunch, Chas. F. Merrill, H. F. Dousman and John W. Broughton.

John F. Wright has sold his interest in the corporation known as Wright, Bogert & Co., and has removed to offices with W. G. Press & Co., where he will conduct a cash grain business and execute option orders under the firm name Jno. F. Wright & Co. Press & Co. will honor all drafts and pay balances for Mr. Wright. Mr. Wright has employed James L. Clarke as his traveling representative. Mr. Clarke was for 10 years with the Harris, Scotten Co.

By a vote of 324 to 96 an amendment to paragraph H of section 4 of Rule XIV of the Board of Trade was adopted May 7, making the paragraph read: H. Members can clear transactions for other members, as provided in the foregoing, only when the latter both buy and sell; but upon transactions one side of which is made by the principal and the other side either by a broker or a clearing member, double the rates as specified in paragraph "G" of this section shall be the minimum commission charges. The principal shall pay in addition thereto the regular rates of brokerage on that part of the transaction not made by himself.

Geo. S. McReynolds, who borrowed money of the banks on grain in store in his eltrs. and shipped out and sold the grain without the knowledge of the owners of the warehouse receipts, was indicted by the grand jury May 5 on six charges of having violated the Illinois statute prohibiting the removal of grain from a public warehouse without the consent of the holders of the receipts, under penalty of one to ten years' imprisonment. The secy. and weighmaster of McReynolds' concern is also to be prosecuted. The heaviest loss of the banks due to poor judgment in trusting McReynolds is \$160,000, that of the Illinois Trust & Savings Bank, of which J. J. Mitchell is president. Mr. Mitchell is vice pres. of the Traders Insurance Co., which failed recently on account of poor judgment in having its risks concentrated in San Francisco.

A new method of securing exactly the same benefits formerly derived from puts and calls has received the approval of Atty. Robbins of the Board of Trade, and is known as "indemnity." The directors of the Board have prepared an amendment to the rules to provide for the execution of these contracts and their settlement thru the clearing house, thru which will pass memorandums of amounts due on contracts, as premiums, and considerations for indemnity, in the same manner as memorandum of offsets. Formerly the buyer of puts and calls paid no commission or other charge whatever, unless the market closed at a price that made the privilege good. The new rule provides for a commission of 5 per cent of the consideration of the premium paid or received, and 3 per cent to members. The indemnity contract reads: Indemnity of purchase (or sale): In consideration of

the receipt of ..... dollars, I hereby agree to indemnify ..... and save him harmless from loss on the purchase (or sale) of ..... bushels of wheat for ..... delivery through a decline (or advance) in the market to below (or above) the price of .... cents per bushel. This contract terminates at the close of the exchange on the regular business session following the date hereof. Any and all claims for payment of indemnity hereunder must be made and established in the manner and in accordance with the rules and regulations of the exchange providing therefor and relating thereto.

## ILLINOIS.

Yale, Ill.—G. H. Wiman is out of the grain business.

Teutopolis, Ill.—Ferdinand Hatrup has succeeded W. H. Harvick.

Pontiac, Ill.—The Farmers Eltr. Co. has succeeded S. L. Morrison.

Duval, Findlay P. O., Ill.—John Davis is building a 40,000-bu. eltr.

Garrett, Ill.—J. E. Collins is making improvements around his eltr.

Witt, Ill.—The Farmers Eltr. Co. has succeeded J. M. Roberts & Son.

Eylar, Ill.—Work has been begun on the eltr. for the Saunemin Eltr. Co., of Saunemin.

Rising, Ill.—Wm. Murray will remodel the eltr. which he purchased recently from L. W. Porterfield.

Arthur, Ill.—The new eltr. for Bartlett, Kuhn & Co. is expected to be completed about June 15.

Eylar, Ill.—The Rogers Grain Co. will remodel its eltr. and lower the driveway.—H. M. Harris, agt.

Danville, Ill.—E. S. Meeker has discontinued his wholesale grain and hay business and may locate in Kansas City.

Gibson City, Ill.—Geo. W. Walker has purchased the local feed mill and will operate it in connection with his eltr.

Fairmount, Ill.—I will rebuild my eltr., doubling the capacity. New machinery and a new boiler will be installed.—O. C. Benson.

Hudson, Ill.—The Hudson Grain & Coal Co. will build a grain eltr. with capacity 30,000 to 35,000 bus. Wm. Humphries is secy.

Peoria, Ill.—Receipts of corn for a month past have been very large under the stimulus of demand from the distilleries and for shipment.

Wilton, Manhattan P. O., Ill.—M. Truby, of Joliet, will build a small eltr. Mr. Eyrick, a farmer, is organizing a stock company to build an eltr. here.

German Valley, Ill.—The H. A. Hillmer Co., of Freeport, has let the contract to the Burrell Engineering & Construction Co. for the erection of a 32x24x38 ft. eltr.

Bradley, Ill.—Wm. F. Stockland, who has had charge of the eltr. for R. G. Risser for 11 years, will remain in charge for E. D. Risser, who has purchased the eltr.

Clayton, Ill.—I will rebuild my hay and grain warehouse which burned last year, and will also repair the grain warehouse which was saved from the fire.—H. W. Burgess.

Emden, Ill.—Bowles & Gemberling have discontinued their grain business and locked up their eltr. J. R. Aston has painted his eltr. and made other improvements in the house.

Morris, Ill.—Thos. Phillips, who sold his eltr. some time ago to the Morris Grain Co., turned over the eltr. to that company May 1. The house will be closed, at least for a time.

Cisco, Ill.—F. S. Weillepp and the Shellbarger Eltr. Co. contemplate installing independent eltr. legs for gravity loading spouts in their eltrs. M. F. Williams, agt. Suffern, Hunt & Co.

Maroa, Ill.—The Shellbarger Eltr. Co., of Decatur, has purchased for \$16,500 the 60,000-bu. eltr. of M. R. Allsup, possession to be given soon. The Allsup eltr. was built 2 years ago.

Harrisburg, Ill.—The Harrisburg Mill & Eltr. Co. incorporated, \$40,000 capital stock, to manufacture mill products. Incorporators, Geo. H. Cummins, John T. Cummins and Wm. J. Cummins.

Thomson, Ill.—W. G. Nelson, who has had charge of the eltr. at Ladd for the Neola Eltr. Co., has been transferred to Thomson and will have charge of the company's eltr. and lumber yard.

Chesterville, Ill.—Not much grain moving in this vicinity at present; about 3/4 of the corn yet in farmers' hands, and they are entirely too busy to market it.—D. C. Spielman, agt. National Eltr. Co.

Rook Creek, Graymont P. O., Ill.—The Rook Creek Farmers Grain Co. incorporated, \$6,500 capital stock, to deal in grain, live stock and coal. Incorporators, Geo. W. Potter, Nate Hutson and Hugh P. Duffy.

Eleanor, Ill.—The surplus of corn and oats in farmers' hands at present is very small and there will be very little for eltr. men to handle in this locality.—W. H. McKinnon, agt. Northwestern Eltr. & Grain Co.

Armstrong, Ill.—Wm. Murray, of Champagne, has purchased the eltr. of the late R. G. Risser. He is repairing the house and will make it a modern and first class eltr.—Agt. Bartlett, Frazier & Carrington.

Woodruff, Danvers P. O., Ill.—The contract for the 15,000-bu. eltr. for the Danvers Farmers Eltr. Co., of Danvers, has been awarded to the Burrell Engineering & Construction Co. The eltr. will be iron-clad.

Lena, Ill.—The B. P. Hill Grain Co., of Freeport, has let the contract to the Burrell Engineering & Construction Co. for the rebuilding of its eltr., which burned Jan. 30. The eltr. will be 24x24x35 ft. and strictly modern.

Humrick, Ill.—I think about 15 per cent of the old corn here is in farmers'

## I. The Spider's Web.



"By Cracky, These Brokers Have Sump-tuous Offices, I Allers Heerd the City Was the Place to Pick Up Money Fast."

hands. Eltrs. are shelling and shipping the corn they have in store. Market is in good condition and lively for movement of old corn.—Joe C. Kendall, mgr. W. F. Banta.

Farmer City, Ill.—The eltr. of W. H. Hutchins burned Apr. 28, with 200 bus. of grain. It is supposed that the fire started from a spark from a locomotive, as there had been no fire in the house for several days. Loss, \$7,000; insurance, \$4,000.

Garrett, Ill.—The contract for the erection of the eltr. for the C. A. Burks Grain Co. has been let the Burrell Engineering & Construction Co. and work has been commenced. The plant is to be of cribbed construction, 30x30x40 ft., and all machinery will be operated from the working floor.

Peotone, Ill.—Wm. Brandt & Co. have succeeded Yung & Brandt, Wm. Yung having sold his interest in the business and eltr. to Jacob Brandt, father of the junior member of Yung & Brandt. Mr. Yung was at one time pres. of the Northern Illinois Grain Dealers Ass'n.—C. J. Meyers.

Armington, Ill.—The 90,000-bu. eltr. of E. F. Verry & Son burned May 2 with about 2,000 bus. of grain. The loss of \$15,000 will be total, as Mr. Verry had allowed the insurance to lapse 3 days before the fire. E. G. Walker, of Deer Creek, states that the plant probably will be rebuilt.

Clifton, Ill.—Robt. F. Cummings, who operates grain eltrs. at this and nearby stations and is a director of the Grain Dealers National Mutual Fire Ins. Co., has donated \$20,000 to the Chicago University to defray the expenses of an ethnological exploration of the native tribes of the Philippine Islands.

Champaign, Ill.—The Cleveland Grain Co. has hung fire-proof doors between the operating department and the new addition to its eltr. The doors are suspended by ropes, which will burn in case of fire, letting the doors fall and check the progress of the flames. The 8 new bins have a total capacity of 250,000 bus.

Chesterville, Ill.—The eltr. and crib of the National Eltr. Co. burned May 6 with 25,000 bus. of grain in the crib, a quantity of oats in the eltr., and 4 box cars, 3 of which were loaded with corn. The cause of the fire is a mystery, as there had been no fire in the eltr. since 3 p. m. the day before. Loss, about \$18,000.

New members of the Illinois Grain Dealers Ass'n are: Jay M. Allen, receiver, Decatur; Samuel Hastings Co., receivers, Cairo; Viemont Bros., Mackinaw; Hitch Bros., West Ridge; Tuscola Grain & Eltr. Co., Tuscola; S. H. Wilkins, Pierson; E. B. Fidler & Co., Decatur; J. M. Hershberger, Levert; D. Pletsch & Son, Parnell.

Cairo, Ill.—The I. C. Ry. Co. has let the contract to the Macdonald Engineering Co. for making extensive repairs in its eltr. here, which is operated by Bartlett, Frazier & Carrington, of Chicago. New bins will be put in and all new machinery installed. The handling capacity will be doubled. The eltr. has capacity for 750,000 bus. of grain.

Paris, Ill.—A meeting of grain dealers was held here May 4 at the Paris hotel to form a local division of the Illinois Grain Dealers Ass'n, dealers being present from Edgar, Vermilion, Cumberland, Crawford, Clark and Jasper counties. These counties have been thoroly can-

vassed recently by G. J. Siebens, traveling representative of the I. G. D. A.

Vermilion, Ill.—The only regular grain dealer at this station, in fact the only firm having an eltr. or being engaged in business, is A. B. Caldwell & Son. Their eltr. changed hands four or five times during the two years previous to their obtaining possession of it. Track buyers who persist in bidding others are wasting their postage and fomenting trouble. Much off-grade stuff has been received in that market recently.

Kankakee, Ill.—E. D. Risser, of Paxton, has purchased, for \$25,000, 8 of the 9 eltrs. of the late R. G. Risser. The eltrs. include the Three I, Big Four and Illinois Central eltrs. at Kankakee, and houses at Waldron, Tucker, Bonfield, Exline and Bradley. Wm. F. Stockland, mgr. of the eltr. at Bradley, states that the firm of Risser, Rollins & Co. has been organized to operate the houses, all of which will be overhauled and put in first class shape for business.

Peoria, Ill.—Entertainment of the visiting dealers at the convention of the Illinois Grain Dealers Ass'n at this city, June 12 and 13, will include an excursion on Wednesday, June 13, leaving the docks at 2:30 in the afternoon and landing at Peoria on the return at 9 o'clock p. m. A good lunch will be served on board, and the best band in central Illinois, Spencer's Military Band, 20 pieces, has been engaged for the occasion. The City of Peoria is a large river steamer, with an elegant barge, Pearl, and has a passenger capacity of 1,000. Every grain dealer in the state who can possibly attend shud take advantage of the opportunity to get acquainted with other shippers and enjoy the hospitality so freely extended by the grain receivers of Peoria.

## IDAHO.

Parma, Ida.—The Kirkpatrick Mercantile Co. incorporated, \$100,000 capital stock, to handle grain, hay, flour, etc.

## INDIANA.

Mooresville, Ind.—A. L. Wheeler will remodel his eltr. before harvest.

Burnetts Creek, Ind.—I have overhauled my eltr. this spring.—Floyd Million.

Corydon, Ind.—The eltr. for Hickman & Hickman will be completed June 15 by A. H. Richner.

Chalmers, Ind.—Wm. W. Raub, at one time in the grain business, died Apr. 22, of paralysis.

Laporte, Ind.—S. S. Bosserman is repairing his eltr. and has employed a millwright to do the work.

Carlos, Ind.—H. A. Gaddis, of Modoc, will repair his eltr. here.—A. C. Hutchens, agt. H. A. Gaddis.

Hemlock, Ind.—Geo. C. Wood, of Windfall, will rebuild his eltr. here and make it more modern.—J. C. Hadley, Windfall.

Terre Haute, Ind.—Jessup & Bennett, of Bloomingdale, have leased the Padlock Mills and will do a grain and feed business.

Remember the date, June 27, of the midsummer meeting of the Indiana Grain Dealers Ass'n at the Claypool Hotel, Indianapolis.

Bloomingdale, Ind.—Jessup & Bennett have succeeded Jessup & Wheeler and are installing a new boiler in the mill and making other repairs.

Every Indiana shipper shud support the Indiana Veneer & Lumber Co. in its efforts before the Railroad Commission to secure reciprocal demurrage.

Washington, Ind.—This year has been a prosperous one for us, and, having everything in good repair, we are in good condition to begin on the new crop.—Walker & Norris.

Goshen, Ind.—Farmers are very busy at home and have not time to market much grain; business therefore is rather quiet with us just at present.—Frank E. C. Hawks, pres. Goshen Milling Co.

A scoop ordering cars for loading when he has not grain in car load lots in sight ready for loading shud be required to deposit \$25 as a guarantee that each car will not be detained for warehouse purposes and other shippers deprived of its use.

Aurora, Ind.—Since the weather opened up favorable for farm work, deliveries of grain have dwindled down to almost nothing; in fact, there is not much grain left in farmers' hands in this locality. What there is left will not be marketed until after corn planting is completed. Some of the nearby mills are short on supply now and do not expect to grind much until the new crop comes on.—Mgr. Star Milling Co.

Indianapolis, Ind.—The Indiana Veneer & Lumber Co., on Apr. 25, filed complaint with the Railroad Commission of Indiana against the Indiana Car Service Ass'n and 33 railroads, asking for specific review and modification of the car service rules and for reciprocal rules. Complainants aver that they do not object to the universal enforcement of equitable rules, but that shippers shud have credit for prompt action in loading or unloading cars and shud be compensated by the carriers for failure to receive cars for loading or unloading, under proper conditions. The shippers claim that reciprocal demurrage rules are in force in most of the southern states, either thru direct legislation or by the action of commissioners, and as a result cars are furnished promptly. In times of scarcity the roads accumulate cars from roads in northern states where there are no reciprocal rules, thus increasing the burdens of shippers in this and adjoining states. The shippers are willing to have the car service rules provide for the freight to be in sight before the car is ordered, and until it is in sight and ready for shipment the reciprocal provisions of the rules shud not apply. Thus the carriers would be protected from annoyance by shippers who could not load cars. They suggest a further provision, which would probably be a good one, to require the applicant for a car to deposit a certain forfeit with his order, about \$2 to \$5 per car, to guarantee that the car will be loaded within the free time, or that the deposit will be available for the payment of demurrage under the rules, the balance to be returned to shipper on the receipt of shipping order.

## INDIAN TERRITORY.

Broken Arrow, I. T.—F. P. Hannifan has purchased the interest of E. B. Baxter in the firm of Jameson & Baxter.

Ryan, I. T.—Robecky & Duncan, of Belview, Tex., has purchased the Ryan Mills, which have not been in operation for 2 years. They will overhaul the plant and expect to be ready to grind the new wheat.



## IOWA.

Fenton, Ia.—The Western Eltr. Co. is improving its eltr.

Nemaha, Ia.—E. L. Slutz has installed a new Howe Scale.

Story City, Ia.—The Farmers Mutual Eltr. Co. has been organized.

Le Mars, Ia.—The Farmers Eltr. Co. has been organized with Jas. Hughes secy. and mgr.

Williamsburg, Ia.—W. F. Harris returned recently from an 8 weeks pleasure trip in southern California.

Harris, Ia.—L. E. Brockett, who has had charge of the eltr. of Anderson & Moen at Granite, has been transferred to Harris.

Sinclair, Ia.—L. E. Miller has purchased the interest of H. Van Deest in the local eltr. and will continue the business alone.

Indianola, Ia.—John Curl has sold an interest in the old eltr. to Mr. Erwin and they will install milling machinery at once and do a milling business.

Granite, Ia.—A. M. Parker will close the season's business here for Anderson & Moen, succeeding L. E. Brockett, who has been transferred to Harris.

Mineola, Ia.—The firm of Nipp & Kruse was dissolved last year and E. H. Nipp went out of business. I still continue the business myself.—H. F. Kruse.

Richards, Ia.—The Farmers Eltr. Co. has let the contract for the erection of its eltr. Work will be commenced as soon as a site can be secured from the railroad.

Gillett Grove, Ia.—The farmers have organized a company to build an eltr. G. M. Dyer is pres., Wayne Smith vice pres., Peter Johnson secy., and Fred Johns, treas.

Gilbert Station, Ia.—The Gilbert Grain Co. is installing new equipment in the eltr. recently purchased from the Western Eltr. Co. The Younglove Construction Co. is doing the work.

Otho, Ia.—The Iowa & Minnesota Cereal Co. contemplates building an eltr. to replace the one now operated. The J. H. Hamilton Co. has reshingled its eltr.—J. E. Atherton, agt. J. H. Hamilton Co.

Minburn, Ia.—Willard Grant is building an eltr. at Gardner, a new town located on the interurban now under construction between Woodward and Perry.—G. W. Spoeger, agt. Des Moines Eltr. Co.

Farlin, Ia.—W. J. Banning has purchased an interest in the grain and lumber business of E. A. & F. D. Milligan and the firm name has been changed to D. Milligan & Co. Mr. Banning will have charge of the business.

Larchwood, Ia.—The Farmers Mutual Eltr. Co. incorporated, \$3,000 capital stock, to deal in grain, merchandise, real estate, building materials, etc. Incorporators, O. Rockhill, J. F. Martin, John Groth, and others. J. F. Martin is secy.

Bancroft, Ia.—Jos. Murray, the local grain dealer, has purchased the eltr. of the Western Eltr. Co. and took possession May 1. Geo. E. Canfield, who has had charge of the eltr. for the Western Eltr. Co., is contemplating a trip to California.

Renwick, Ia.—The Farmers Co-operative Eltr. Co. has been organized and will be incorporated with \$20,000 capital stock. E. H. Lyons has been elected secy. and W. H. Martin treas. It has not been de-

cided whether the company will build or buy an eltr.

Norway, Ia.—The farmers of this vicinity have organized the Farmers Eltr. Co. to handle grain, seeds and coal. They have purchased the eltr. of the Wells-Hord Grain Co., which I formerly managed, and have employed me as their agent.—J. Beyer, agt.

Fairfield, Ia.—J. H. Stuckey, of Kansas City, Mo., has purchased the eltr. of Geo. D. Henry, taking possession May 1. Mr. Stuckey will remodel and repair the eltr., put in coal and fuel sheds, and handle feed and fuel. Mr. Henry will remain in the wholesale grain business.

Hinton, Ia.—Geo. Wakeman, grain buyer for Edmonds-Londergan Co., made his whereabouts unknown May 3, and it is rumored further developments show him to have used several thousand dollars of the firm's and farmers' money before he left.—L. F. Hodgson, agt. Minnesota & Western Grain Co.

Council Bluffs, Ia.—The 600,000-bu. eltr. for the Trans-Mississippi Grain Co. has been completed by the Barnett & Record Co. and was put in operation Apr. 24. The new house was built to replace the Union Eltr., which was burned a little over a year ago, and cost about \$100,000. It stands 169 ft. high and contains 59 bins.

Directors, officers and agents of co-operative companies are liable under section 1621 of the Iowa code, reading: "If the directors or other officers or agents of any corporation shall declare and pay any dividend when such corporation is known by them to be insolvent, or any dividend the payment of which would render it insolvent, or which would diminish the amount of its capital stock. All directors, officers or agents knowingly consenting thereto shall be jointly and severally liable for all the debts of such corporation then existing".

Des Moines, Ia.—Arrangements for the annual meeting of the Iowa Grain Dealers Ass'n are fast being completed. Additional to the program as published in this column Apr. 25 will be an address on "Grain Inspection at Chicago," by Hiram N. Sager, chairman of the grain committee of the Chicago Board of Trade. The convention will be held May 15 and 16 in Y. M. C. A. hall, with general headquarters at the Savery hotel. Railroads have made an open rate of one fare plus \$2 for the round trip from points outside as well as within the state. The evening of May 15 will be given up to a banquet or smoker, at which authorized representatives from terminal markets will be the guests of the ass'n. These markets include Omaha, Kansas City, St. Louis, Peoria, New Orleans, Chicago, Milwaukee and Minneapolis. The delegates will talk of the merits, facilities and methods of their respective markets, and members will have an opportunity to discuss these matters with them. In fact, it is hoped to make the occasion an opportunity for a heart to heart talk among representatives of terminal markets and the country shippers, to the end that acquaintance be extended and conditions improved. An interesting exhibit of automatic grain weighing scales will be made by 2 or 3 manufacturers.

## KANSAS.

Mingo, Kan.—R. D. Misner contemplates building an eltr.

Glasco, Kan.—The Morrison Grain Co. has succeeded Robinson & Morrison.

Brewster, Kan.—J. P. Horney will build a 20,000-bu. eltr.—Colby Milling Co., Colby.

Belleplaine, Kan.—Hatfield Bros. contemplate building another eltr.—Alex Knott.

Edson, Kan.—Williams & Shipmen will build an eltr. and coal bins.—Colby Milling Co., Colby.

Basil, Kan.—J. F. Cheatum, of Cleveland, will put in a grain dump and scales here this season.

Attica, Kan.—The Attica Grain & Eltr. Co. will have its eltr. overhauled. Wm. W. Lockwood will do the work.

Hollenberg, Kan.—Machinery and plans for the new eltr. of B. F. Beckel have been purchased from G. H. Birchard.

Canton, Kan.—The Home Grain Co. will take down its eltr. and rebuild it with larger capacity.—John Sinclair, agt.

Coldwater, Kan.—The Aetna Milling Co., of Alva, Okla., contemplates building an eltr. here on the Santa Fe right of way.

Dexter, Kan.—The L. C. Adams Mer. Co., of Cedarville, has purchased a site and will build an eltr. to cost \$5,000 or \$6,000.

Jamesstown, Kan.—W. C. Young, of Beloit, has purchased a half interest in the eltr. and coal business of Ezra A. Anderson and will soon remove to James-town.

Elwood, Kan.—An extra force of 28 men was put at work one day recently at the eltr. of the Elwood Eltr. Co. to sack 8,000 bus. of corn for southern shipment.

Humboldt, Kan.—The Humboldt Mills are making improvements and installing a No. 2 U. S. Corn Sheller, eltr. boot and Constant Patent Chain Feeder furnished by the B. S. Constant Co.

Harlan, Kan.—I have purchased the eltr. operated by the National Farmers Exchange and it will hereafter be known as the Farmers Eltr. I am repairing it and expect to run it.—A. A. Bradley.

Beulah, Kan.—Morrow & Taaffe, of Carthage, Mo., have purchased the eltr. of S. F. Hyndman, and took possession May 4. The eltr. will be operated in connection with their milling business at Carthage.

Kansas Falls, Junction City P. O., Kan.—Geo. C. Peck, mgr. here for the Midland Eltr. Co., has received \$20 from the company to distribute among the farmers who helped to save the eltr. during the fire of Apr. 15.

McPherson, Kan.—Wall & Rogalsky,

## II. A Fool and His Money.



"You Say I Only Need to Put Up \$100 to Buy 20,000 Bus. of Wheat."

formerly of Buhler, have organized the Wall-Rogalsky Milling Co. here and are building a 40,000-bu. cribbed eltr. in connection with a 400-barrel mill.—Buhler Mill & Eltr. Co., Buhler.

Buhler, Kan.—The Buhler Mill & Eltr. Co., recently incorporated, has succeeded Wall & Rogalsky. The officers of the new company are: J. J. Wall, pres.; J. C. Regier, secy. and mgr.; J. J. Buhler, vice-pres. and treas.

Dillwyn, Kan.—Considerable old wheat is still in farmers' hands. I believe we will handle from 350,000 to 400,000 bus. of wheat at this point, barring all accidents to the coming crop.—J. W. Brown, agt., Kansas Grain Co.

Girard, Kan.—Morrow & Taffe, of Carthage, Mo., have purchased the eltr. plant and grain business of J. H. Wilson & Co. and took possession Apr. 24. The plant will be operated in connection with their mill at Carthage.

Walnut, Kan.—Judge Fuller has taken the question of the ownership of the old Kemper Eltr. here under advisement. Guy Carlton alleges that he is the first purchaser of the property, but the Benedict Grain Co., of Chanute has obtained a deed.

Lewis, Kan.—D. M. Brower has taken an appeal to the supreme court to escape the payment of a \$1 judgment and \$115 costs in his arrest on the charge of disturbing the peace, made by R. J. Farris, station agent, with whom he had a fight over freight charges.

Glascow, Kan.—The farmers are talking very strongly of building or buying an eltr. They have more money than they know what to do with and hence are talking of engaging in the grain business. L. Noel contemplates remodeling his eltr.—P. L. Jennings, mgr. Morrison Grain Co.

Dodge City, Kan.—The 12,000-bu. eltr. for Martin Bros. is to be completed by June 1. Electric power will probably be installed. The Farmers Eltr. & Supply Co. has let the contract for the erection of a 30,000-bu. eltr., which will cost without machinery \$3,775. Plans were purchased from P. H. Pelkey.

Hartford, Kan.—O'Connor & Stratton, the local grain and feed dealers, will build a 20,000-bu. eltr., the house to be ready to handle the coming wheat crop. The eltr. will be equipped with a corn sheller, with capacity for 300 bus. per hour, 2 stands of rolls for grinding feed, a corn meal bolt, double dump for corn and wheat, and 2 separate conveyors. A 26-h. p. Foos Gasoline Engine will furnish the power.

Kansas City, Kan.—A load of 60 bus. of wheat stolen from the Union Pacific Eltr. was found by the police in the possession of A. C. Whiteman, Henry Palmer and Geo. Garner. The watchman at the eltr., Ecker Barner, also was arrested. The wheels of the wagon had been muffled with rags and the feet of the horses were covered with gunny sacks to deaden the sound on the pavement.

Wichita, Kan.—A. R. Clark, formerly connected with the Red Star Mill & Eltr. Co., has purchased the grain department of L. H. Powell & Co., and will continue the business under the name A. R. Clark Grain Co. F. G. Olson of the old firm will be associated with him. L. H. Powell & Co. retain their lumber business at Wichita and Shreveport and their grain and building material business at El Dorado.

Wichita, Kan.—The grain dealers and

millers of Kansas, Oklahoma and Missouri are holding a joint session here May 10 and 11. An attendance of a possible 450 is expected, and the meeting will close with a banquet on the night of May 11. The Wichita Board of Trade made preparations for the royal entertainment of the dealers. On the program are a number of interesting papers and addresses by A. J. Hunt, W. S. Washer, Emmett Hoffman, Clark Knox, W. E. Clark, David Heenan, W. W. Smith and others.

## KENTUCKY.

Bowling Green, Ky.—The State Railroad Commission held a meeting here Apr. 27 to hear complaints of alleged discrimination in freight rates.

Paris, Ky.—The 100,000-bu. concrete grain storage plant being erected here for Spears & Stuart by the Macdonald Engineering Co. will be completed this month. It includes nine bins.

Louisville, Ky.—Two lads were smothered to death in the corn bin of John G. Roach's distillery, where they were employed a few hours each day cleaning bins after school. When the flow of corn from one of the bins stopped the men who went to remove the obstruction found the decomposing bodies of the boys, who had disappeared three days before. Since the bin is surrounded by an iron railing it is presumed the boys climbed into the bin to rest or play. The little boys had been in the building every day during the winter, and after becoming accustomed to the surroundings perhaps grew careless.

Lexington, Ky.—John B. Payne, dealer in grain and coal, has successfully resisted two attempts by the railroads to collect unjust demurrage charges. The Southern Car Service Ass'n has been continually mulcting local grain dealers for small sums which the receivers have preferred to pay rather than stand suit, but Mr. Payne, after inviting other dealers to join in a test case without success, decided to test the right of the roads to make these unfair charges on his own account. Accordingly when two cars billed out of Cincinnati on Sept. 24 and 26 were delivered to him at the same time, Mr. Payne declined to pay the demurrage of \$1 on one of the cars because of the delivery at the same time, and also refused to pay demurrage on the second car because it rained the second day he had the car. Mr. Payne's yard was on the Cincinnati Southern, but for some reason the road made delivery on its switch instead of placing the car in his yard. The court decided that the car service ass'n had not made out a case, as it had not shown nor attempted to show that Mr. Payne was notified that the cars had been placed.

## LOUISIANA.

New Orleans, La.—Eltr. D, formerly operated by the Harris, Scotten Co., will be run by the Illinois Central Railroad.

New Orleans, La.—The largest cargo of oats shipped from the United States was taken from this port May 2 by the steamship Ruperra. The boat was loaded for the account of the Hall-Baker Grain Co. at Westwego with 160,000 bus. oats for Havre and 249,413 bus. oats for Dunkirk, a total of 409,413 bus.

New Orleans, La.—The grain exports from New Orleans during April were 276,600 bus. of wheat, 989,200 bus. of

corn, 1,054,102 bus. of oats and 140,563 bus. of barley; compared with 1,449,049 bus. of corn, but no wheat, oats or barley, for Apr., 1905. Exports since Sept. 1 and prior to May 1 have been 1,248,505 bus. of wheat, 18,105,898 bus. of corn, 3,008,581 bus. of oats and 1,021,075 bus. of barley; compared with 17,190,123 bus. of corn and 14,575 bus. of oats, but no wheat or barley, for the corresponding period of 1904-5, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

## MARYLAND.

Myersville, Md.—The Farmers Mutual Exchange has been organized with \$10,000 capital to build an eltr. John T. Gaver is interested.

Baltimore, Md.—The Pennsylvania Railroad is said to have purchased ground 400x600 ft. near the Canton eltr., on which to erect a new eltr.

Williamsport, Md.—The eltr. and flour mill of E. M. Baker & Co. burned Apr. 19. Loss, \$10,000; insurance, \$6,000 on the mill building and \$1,000 on contents.

Baltimore, Md.—One of the passenger eltrs. in the Chamber of Commerce building dropped a floor and a half recently. Several members of the Exchange were in the eltr., but no one was injured. Among those in the car were Jas. J. Corner, E. O. Boyd, of the Louis Müller Co., Frank Ryley and Edwin Hughes.

Baltimore, Md.—The terminal committee of the Chamber of Commerce, of which C. P. Blackburn is chairman, has been holding frequent conferences with the officials of the Pennsylvania R. R. on the size of the new eltr. The grain dealers urge the construction of an eltr. larger than 1,000,000 bus. capacity.

## MICHIGAN.

Montrose, Mich.—The Montrose Eltr. Co. incorporated, \$10,000 capital stock, to deal in farm products.

Sterling, Mich.—The \$6,000 eltr. for the Sterling Eltr. Co. has been about completed. J. A. Hamlin is pres. of the company.

Sandusky, Mich.—Wallace, Orr & Co., of Bay Port, have purchased the eltrs. of F. A. Bickle and Greeley & Co. and will take possession July 1.

Elsie, Mich.—L. W. Curtis has purchased the interest of Geo. B. Briggs in the firm of Curtis & Briggs and will continue the business alone.

St. Johns, Mich.—I may be obliged to build a new eltr. here on account of the Grand Trunk Ry. making some changes in its yards.—John C. Hicks.

Freeport, Mich.—Jas. D. Cool, the veteran grain dealer, is suffering from a crushed hip, which he sustained recently when a horse fell on him.

Port Huron, Mich.—Chas. A. Ward, who built the first grain eltr. here and later was secy. and treas. of the Port Huron Eltr. Co., died recently at Evanston, Ill.

St. Joseph, Mich.—The grain eltr., which was built several years ago by the Big Four, is being torn down. It is the only marine grain eltr. in southwestern Michigan, but was used only about 6 months and then abandoned completely.

## MINNEAPOLIS.

Memberships in the Minneapolis Chamber of Commerce are selling at \$4,600.



Deliveries of wheat on May contracts were heavy the first day of the month.

The Loomis-Benson Co. will succeed the Loomis-Johnson-Lee Co. on July 1 and do a commission business.

The Tri-State Grain Dealers Ass'n will hold its annual meeting at Minneapolis May 31 and June 1. A good business meeting is anticipated.

G. W. Gardner, who has been identified with the cash grain trade of this market, has been expelled from the Minneapolis Chamber of Commerce. He is alleged to have violated the rules of the Chamber covering trading.

J. A. Pease, one of the more prominent of the younger members of the Chamber of Commerce and of the firm of J. A. Pease & Co., was expelled May 5 from the Chamber. The action was taken by resolution of the directors for violation of sections 7, 9 and 10 of rule 4.

In order to comply with the commission rule of the Chamber of Commerce track bids by members have to be made to cover the necessary charges in handling the business at this market, including the commission. While the directors have not had occasion to rule on this point, it is considered that track bids, not covering the commission, come within the provision in Sec. 11 of rule 8 that any intent or evasion of the rule will be considered a violation of the rule.

The eltr. companies have agreed among themselves that the cost of the lumber used in cooping cars, at the market price of the lumber, shall be paid, in the case of all shipments to outside points, by the railroads, and when loaded out for transfer to local industries, by the party ordering out the grain. The railroads and the elevator interests shud get together in a conference to arrive at a definite schedule of prices for the cooping of cars loaded with grain. No good reason can be given why the elevator men shud do this work for nothing.

The officers of the Tri-State Grain Dealers Ass'n and the members of the Minneapolis Chamber of Commerce are co-operating to make the next annual meeting of the Tri-State Grain Dealers Ass'n the best attended and most interesting the Ass'n has yet held. The members of the Minneapolis Chamber have raised a fund for the entertainment of the visitors, which may include a banquet at the West Hotel on Thursday evening and a trip on the new electric line to Lake Minnetonka. An interesting program will be provided and every dealer in territory tributary to Minneapolis will be invited to attend the meeting. A special rate to the meeting will be granted by all the railroads entering the Twin Cities of one fare plus \$2 for the round trip. Remember the date, May 31 and June 1, and be in attendance.

## MINNEAPOLIS LETTER.

All the original way bill arrangements that the trade here formerly enjoyed on grain coming from southern Minnesota have been canceled and it works a hardship on the trade.

At the time of the San Francisco disaster, Mr. McMillan, vice-pres. of the Chamber of Commerce, sent a message from Pasadena, Cal., reading as follows: "Would advise liberal contribution from the Chamber of Commerce. San Francisco situation awful." The response was spontaneous and the committee did good work.

Steve Dalton and Jas. Gould, formerly connected with the P. B. Mann Co., are

both now engaged with the Seidl Grain Co. The company contemplates branching out next season and will strive to secure a large consignment business. An office will be opened in Milwaukee, where the company expects to handle considerable grain from Iowa and Minnesota points.—Minn.

## MINNESOTA.

Hatfield, Minn.—The Farmers Eltr. Co. contemplates repairing its eltr.

Chandler, Minn.—The farmers contemplate organizing and building an eltr.

Edgerton, Minn.—The Farmers Eltr. Co. will crib up and remodel its eltr.

Lismore, Minn.—The Farmers Eltr. Co. is receiving bids for the erection of an eltr.

Kilkenny, Minn.—John Murphey & Co. will build a 20,000-bu. eltr. with feed mill attached.

Burr, Minn.—G. O. Miller, of Porter, is making arrangements for the erection of his eltr.

Cazenovia, Minn.—The farmers are organizing a company to engage in the grain business.

Duluth, Minn.—The Tomlinson line cleared a boat May 6, making 3 since the strike started.

Go to the meeting of the Tri-State Grain Dealers Ass'n at Minneapolis May 31 and June 1.

Westbrook, Minn.—C. A. Zieske has been elected treas. of the newly organized Farmers Eltr. Co.

Eden Valley, Minn.—Work has been begun on the rebuilding of the eltr. of the Atlantic Eltr. Co.

Duluth, Minn.—The Board of Trade has filed its answer to the suit by the atty. gen. of the state, alleging monopoly.

Norwood, Minn.—The Reliance Eltr. Co., of Minneapolis, will build a large mixing eltr. here on the C., M. & St. P. Ry.

Heron Lake, Minn.—The St. John Grain Co. is building an annex to its eltr. and installing a feed mill.—W. L. Gallison, mgr. Farmers Eltr. Co.

Bellingham, Minn.—The material from the annex of the Interstate Grain Co. at Warren, is being brot here to rebuild the eltr. which burned Apr. 18.

Mendota, Minn.—J. E. Bathker & Son will overhaul their eltr. and warehouse, increasing the capacity to 50,000 bus. The repairs will cost about \$28,000.

Clara City, Minn.—The Cargill Eltr. Co. has purchased for \$4,000 the eltr. of J. J. Geib & Co. Peter Geib has been retained as mgr. for the new owners.

Fairmont, Minn.—Geo. Wohlheter has purchased the interest of Valentine Wohlheter in the Wohlheter Eltr. Co. Valentine Wohlheter will engage in the real estate business.

Hendrum, Minn.—Ole Kolen has been placed under arrest at St. Vincent at the instance of a bonding company which was his surety while he was agent for the M. & N. Eltr. Co. here.

Duluth, Minn.—Several Buffalo millers have filed protests against the grading of the cargo of the steamer Sinaloa. The wheat is ½ to 1 pound light for No. 1 northern, and contains dirt.

Brandon, Minn.—The Minneapolis & Northern Eltr. Co. has erected a temporary eltr., with capacity for about 2 carloads, which will be used to ship grain until the new eltr. is completed.

Lester Prairie, Minn.—The Lester Prairie Grain Co. has sold its eltr. for \$3,000 to the State Eltr. Co., whose house recently was burned. Mr. Dobratz has accepted the position of buyer here for the company.

Wadena, Minn.—The eltr. of the Monarch Eltr. Co., which burned Apr. 12, will be rebuilt by the insurance companies, which carried the risks on the house. Work has been commenced and the house is to be completed about June 1.

Eagle Bend, Minn.—Johnson, Bluhm & Leach have succeeded Johnson & Stevens as operators of the Eagle Bend flour mill. I. C. Stevens, the veteran grain buyer, died here recently of cancer of the stomach.—Wm. H. Byman.

Lanesboro, Minn.—A petition in bankruptcy has been filed against the Lanesboro Milling Co. by creditors, among which is the S. Y. Hyde Eltr. Co., of La Crosse, Wis., to which \$1,400 is due for wheat.

Duluth, Minn.—The Duluth Feed & Milling Co. has increased its capital stock to \$50,000 and changed the firm name to the Northern Cereal Co., but will continue to do a general eltr. business. J. F. McCarthy is pres. and E. H. Smith secy.

Benson, Minn.—The eltrs. of F. C. Thornton and the Northwestern Eltr. Co. will have to be moved on account of railroad improvements. The work will be done some time this summer. F. C. Thornton contemplates installing a cleaner in his eltr. after it has been moved.

Watkins, Minn.—The eltr. of the Atlantic Eltr. Co. burned Apr. 25. Loss about \$3,000. The fire started in the power house. It was only by the heroic efforts of the local fire department and citizens that saved the eltr. of the Osborne-McMillan Eltr. Co. The Atlantic Eltr. will be rebuilt.

St. Paul, Minn.—At the hearing of the complaints of the Pine Island Farmers Eltr. Co., the Hastings Maltng Co. and the city of Goodhue against alleged discrimination in rates on grain, Judge Prouty of the Interstate Commerce Commission, on May 7, found the matter so important that he adjourned the hearing to come before the whole Commission.

St. Paul, Minn.—The Edwards-Wood Co., which was expelled from the Milwaukee, Minneapolis and Chicago exchanges for alleged bucket-shopping, has sold its business to the Wisconsin Grain & Stock Co., of Superior, Wis. This change is believed to have been hastened by the suit of the Chicago Board of Trade against the company and the Superior Board of Trade to prevent the counterfeiting of its grain quotations.

A rate of one fare plus \$2 has been

## III. Entangled in the Tape.



"Wall I Swan, Ef Wheat Ain't Going Up ¼-cent at a Clip, and Me Making \$100 a Minute."

made by all railroads to Minneapolis and return, for the annual meeting of the Tri-State Grain Dealers Ass'n on May 31 and June 1. Tickets will be good returning until June 7, and will apply from all parts of the country on account of the general federation of Women's Clubs. Those attending are assured of a very enjoyable time. All regular dealers in the territory of the Ass'n will be invited to attend.

### MISSOURI.

Lee's Summit, Mo.—I am building an 18,000-bu. eltr. and will have it ready for use May 25.—J. D. Infield.

Centertown, Mo.—J. O. W. Moles, of Clarksburg, has purchased the eltr. of J. J. Chambers and has taken possession.

Argyle, Mo.—A. J. Gorg contemplates building another eltr. here. He is the only dealer at this station.—Geo. Bathe, Jr., agt. A. J. Gorg.

Kansas City, Mo.—Local hay dealers have been refusing to pay the hay inspection fees, believing the new law is unconstitutional.

St. Louis, Mo.—About \$20,000 has been subscribed by millers and grain men of the Merchants Exchange for the San Francisco earthquake sufferers.

St. Louis, Mo.—The abolition of the reconsigning charge on grain by the Illinois Central road Apr. 23 marked the end of all such charges by the roads entering this market.

Charleston, Mo.—The Charleston Milling Co. has refitted its mill, nearly doubling the capacity. The Brown-Crenshaw Grain Co. has succeeded the Crenshaw Grain Co.—R. C. Danforth.

St. Louis, Mo.—Curb traders have petitioned the directors of the Merchants Exchange not to make the contemplated lease of the room used by them to a grain firm, as they did not wish to be deprived of their quarters.

Kansas City, Mo.—A meeting of the board of Missouri Railroad & Warehouse Commissioners was held May 9 at this city to arrange for an investigation into the quality of the grain in store in the eltrs. The atty. gen. has recently given the board an opinion that the commissioners have not the right to go into eltrs. and arbitrarily examine the wheat.

St. Louis, Mo.—Corwin H. Spencer died of acute indigestion May 3 while watching the market in a broker's office. Mr. Spencer was born in Ohio 55 years ago and became a grain salesman for Harlow, Gelston & Co. in 1874. Later he became a member of the firm W. T. Anderson & Co., and in 1890 bot an eltr. at Madison, which was operated under the name C. H. Spencer Grain & Eltr. Co. He was pres. of the Merchants Exchange one term. For many years he has been a leading grain speculator in the southwest.—W. H.

Jefferson City, Mo.—The report of the state warehouse department, issued recently, shows an increase of 5,786,611 bus. of grain received at the public eltrs. last year at Kansas City, St. Louis and St. Joseph over the preceding year. St. Louis shows a decrease of 6,585 cars inspected on arrival and a decrease of 888,418 bus. received for storage at the public eltrs. Kansas City shows an increase of 5,761 cars inspected on arrival and total receipts of all kinds of grain amounting to 6,675,029 bus. for storage in public eltrs. St. Joseph shows an increase of 1,215 cars inspected. The figures showing a decrease at St. Louis give a wrong impres-

sion, for much of the St. Louis grain is inspected on the Illinois side of the river, at East St. Louis, by the Illinois state officials and does not appear in the report of the Missouri department. The gain made in inspection fees over the preceding year was \$5,827, and the balance to the credit of the department is \$15,146, the total fees aggregating \$66,491 and the expenses amounting to \$51,345.

### MONTANA

Manhattan, Mont.—The Manhattan Malting Co. will build a 50,000-bu. eltr. this season.—Bozeman Eltr. Co.

Livingston, Mont.—The Billy Miles Bros. Co. will build a 75,000-bu. eltr. this season on the N. P. right-of-way.

### NEBRASKA.

Gilead, Neb.—B. W. McLucas & Co. are remodeling their eltr.

Byron, Neb.—The Farmers Co-operative Ass'n is building an eltr.

Sutton, Neb.—The Hynes Grain Co. has bot out the McConaughy Grain Co.

Valparaiso, Neb.—The Nebraska Eltr. Co. will move its eltr. to a better location.

Bancroft, Neb.—Jas. Schapp has been appointed mgr. for the American Grain Co.

Bee, Neb.—The Farmers Eltr. Co. has been incorporated with \$5,000 capital stock.

Fairbury, Neb.—W. P. Dickinson will remodel his eltr. and equip it with modern eltr. machinery.

Alexandria, Neb.—The Farmers Protective Grain Ass'n has just completed repairs costing \$1,200 on its eltr.

Uehling, Oakland P. O., Neb.—Mr. Uehling contemplates building an eltr., which will be operated by one of his sons.

Giltner, Neb.—The Hynes Grain Co., of Omaha, has purchased the plant of W. H. Ferguson.—C. J. Keller, agt. Updike Grain Co.

Davenport, Neb.—The grain business is a little light at present, as the farmers are very busy.—Andrew D. Duncan, agt. J. H. Gregg.

Omaha, Neb.—The new eltr. of the Nye-Schneider-Fowler Co. is to be equipped with 1,000-h.p. of electric motors to drive the machinery.

Wabash, Neb.—The Farmers Co-operative Grain & Livestock Ass'n incorporated, \$10,000 capital stock. Incorporators, Chas. Ward, J. E. Perry, J. C. Brown, and others.

Lorton, Neb.—The Jones Grain Co., of Nebraska City, is remodeling the eltr. which it recently purchased here.—G. H. Birchard is doing the work and is furnishing the machinery.

Juniata, Neb.—The Juniata Grain & Livestock Ass'n has awarded the contract for the erection of its 22,000-bu. eltr. to G. H. Birchard, but the building is delayed on account of site.

Loup City, Neb.—The Sherman County Grain, Coal & Livestock Ass'n incorporated, \$100,000 capital stock. Incorporators, C. M. Spyder, Christ Zwink, W. H. Hughes, and others.

Carter, Orleans P. O., Neb.—H. Gund & Co., of Hastings, have let the contract to G. H. Birchard for the erection of a 15,000-bu. eltr. Fairbanks Engine and Scales will be installed.

Dubois, Neb.—O. Varner and C. W. Meier have purchased the eltr. and grain

business of Schenck & Johnston and will continue the business under the firm name of the Dubois Grain Co.

Omaha, Neb.—By publishing a rate of \$2 per car for switching grain for all shippers between Council Bluffs, Omaha and South Omaha, the Great Western R. R. has practically settled the switching controversy.

Beaver City, Neb.—The Farmers Grain Co. has let the contract to G. H. Birchard for the erection of a 16,000-bu. eltr. Work was started at once, as the site had been secured. Fairbanks Engine and Scales will be installed.

Merna, Neb.—The Farmers Grain & Supply Co. has awarded the contract to G. H. Birchard for the erection of its 22,000-bu. warehouse which is to be built in connection with the 20,000-bu. eltr. which he is now building for the company.

Lincoln, Neb.—H. O. Barber & Sons have installed a large Victor Sheller in their eltr. here. The sheller was purchased from G. H. Birchard and receives the ear corn from the cars, the corn being elevated by a belt drag or feeder.

Omaha, Neb.—The local traffic officials of the Milwaukee and Northwestern roads have informed the Commercial Club that rates on grain from South Dakota would be adjusted to permit shipment to Omaha in competition with Chicago and Minneapolis.

Manley, Neb.—Suit has been brot against the M. P. Ry. by County Attorney Rawls in the name of the state and in the interest of the Manley Co-operative Grain Co. to collect damages for violation of the law in refusing to put in a sidetrack to the eltr. of the company.

Ruskin, Neb.—H. L. Struven, mgr. for the Nebraska Eltr. Co., was severely bruised recently when his coat got caught in the gearing of the gasoline engine at the eltr. He was fortunate enough to get the engine stopped in time to escape serious injuries.—Bonawitz & Olson, Desher.

Omaha, Neb.—The Grain Exchange is now on a paying basis, the revenues of the present year promising to be \$6,000 more than the running expenses. The first year the deficit was \$7,000, which was reduced the second year by the surplus of \$3,000. The increase in revenue is said to be due to the growth of option trading.

Omaha, Neb.—E. J. McVann, commissioner of the Commercial Club, has succeeded A. H. Merchant as secy. of the Grain Exchange. Mr. McVann has been commissioner of the Commercial Club for the past two years, and has made a fine record. He recently declined an invitation to become traffic manager of a St. Louis organization.

Lincoln, Neb.—Referee Pemberton's taking of evidence in the suit of the atty. gen. against the grain dealers has been ludicrous in its exposition of ignorance. The referee seems to be trying to show that the elevation allowance of 1¼¢ at Omaha is a rebate. Most of the questions are irrelevant, immaterial and incompetent.

### NEBRASKA LETTER.

Omaha.—Tom Worrall having left the Omaha Grain Exchange, W. J. Hynes has been appointed a member of the quotation committee in his place. J. W. Holmquist has been appointed a member of the membership committee in place of G. B. Comstock, deceased.

Omaha.—There is still but one firm in Omaha, the Von Dorn Grain Co., dealing



in Chicago bids and offers. Others are anxious to deal in these privileges, and are impatient at the delay of the Chicago Board of Trade in making the proposed change of rules, by which the board will in some measure sanction privilege trading.

Omaha.—The Gate City Malt Co. has been organized at Omaha, with \$150,000 capital, fully paid up. Its officers are: Elmer E. Bryson, pres. and general mgr.; P. Petersen, vice-pres.; F. J. Moriarty, of South Omaha, secy. and treas. These, with H. Vance Lane and J. B. Blanchard, make up the board of directors. The company will build an up-to-date malt house with an annual capacity of 300,000 bus. of malt, for 250,000 bus of which there is a market in Omaha.

Omaha.—The largest option traders on the floor of the local exchange express the belief that dealing in futures will be a permanent feature of the Omaha Grain Exchange from now on. This business was continued through the first year of the life of the exchange, but was discontinued last spring on account of disagreement among the members, arising out of an attempt to corner May corn, which, however, did not succeed, and which is said to have cost the operator \$25,000. Since the revival of option trading, two months ago, an agreement has been reached by which the working of a corner will be practically impossible. Wheat and corn are being handled at the rate of 50,000 bus. a month.—R. A. M.

## NEW ENGLAND.

South Norwalk, Conn.—Holmes, Keeler & Selleck have completed a first class, up-to-date eltr.—Raymond Bros.

Bar Harbor, Me.—The Asa Hodgkins & Sons Co. incorporated, \$15,000 capital stock, to do a wholesale and retail business in grain, hay, flour, etc. The officers are. Hoyt C. Hodgkins, pres.; Harry C. Hodgkins, treas.

Milford, Mass.—The Cutler Co., of North Wilbraham, has purchased the grain and milling plant of S. Alden Eastman, who has retired from this branch of his business. A complimentary dinner was given recently to Mr. Eastman.

Middletown, Conn.—Meech & Stoddard Co., Ltd., incorporated, \$150,000 capital stock, to succeed the firm of Meech & Stoddard. Incorporators, Geo. T. Meech, pres., G. Ellsworth Meech, vice-pres., and Harold M. Meech, secy and treas. New machinery is to be installed, increasing the unloading capacity to 3,000 bus. per hour and output of the grinding plant to 2 or 3 cars per day.

## BOSTON LETTER.

Rodney T. Hardy has fully recovered from his late illness and is attending to business again, and his old associates are glad to see him back.

Stanley Faithful, for nearly 14 years with the F. H. Fitts Co., has changed his business relations and is now associated with Chapin & Co., and has charge of their grain department.

New England pasturage looks good. The weather is seasonable. Stocks of grain in dealers hands are small and a good demand for corn and oats is expected for the spring and summer months.

The Boston Chamber of Commerce appropriated \$2,500 from the general fund for the San Francisco sufferers, and private contributions made the amount \$5,000. The total subscription from Bos-

ton and New England will amount to nearly one million dollars.

The strike at Buffalo has seriously interfered with any new export business, although May steamers are being fairly well taken care of, as there was plenty of grain in the elevator before May 1. The Canadian ports are not affected and some cargoes are being started to northern lake ports, but the southern New England trade will have to depend upon all rail supplies until the strike is settled.—R. D.

## NEW JERSEY.

Newark, N. J.—J. G. Slocum has succeeded the J. G. Slocum Co., in the wholesale grain, hay and straw business.

## NEW YORK.

New York, N. Y.—The Produce Exchange contributed \$71,000 for the San Francisco sufferers.

Buffalo, N. Y.—Leroy S. Churchill has leased the Eldad Eltr. and will operate it as a grain transfer house exclusively.

Buffalo, N. Y.—The building in which the Buffalo Grain Co. had quarters burned recently. The loss of the company is between \$1,000 and \$1,500.

New York, N. Y.—Finley Barrell & Co., Chicago, have succeeded Pritchard & McGourkey and have opened an office at 433 Produce Exchange building with Emilio Pritchard in charge.

Buffalo, N. Y.—Pres. Livingstone of the Lake Carriers Ass'n suggests the use of the automatic shovels to unload boats if the 600 men in the Grain Shovelers Union remain much longer on strike.

Poughkeepsie, N. Y.—The Poughkeepsie Eltr. Co. incorporated, \$10,000 capital stock, to store and transfer grains of all kinds. Incorporators, Harcourt J. and Geo. W. Pratt and Philip Schantz, Highland, and W. L. Ring, Poughkeepsie.

## BUFFALO LETTER.

The feed office of Chapin & Co. has been located in the Chamber of Commerce building this month, taking the rooms some time ago occupied by the Central Milling Co. on the third floor.

Canal freights opened on the basis of 4 cents on wheat to New York, a good fair rate to both shipper and boat. There will be no more loading to canal boats till the New York fleet is here about May 12.

It is feed of all sorts that commands the price. One mill owner, who may have been a little under the market in his quotations of hominy meal, was offered his price for all he had, to be shipped back to Wisconsin.

There is a great call for cracked corn, coarse sizes being often the favorite, for feeding all sorts of animals and fowls. With these conditions and with wheat bran going up so fast, the feed miller has had a big thing lately.

The eltr. ass'n held a meeting on May 1, but it was reported that no further progress was made with the pool formation. The pool is complete with the Kellogg still out, but the effort to bring it in has not been given up.

The canal did its full share of relieving the eltrs., which were getting very full when the boats began to load. The first shipment was of 32 boats, carrying 92,500 bus. of wheat, 203,450 bus. of oats and 40,000 bus. of barley.

Work on the outside walls of the Chamber of Commerce addition has now progressed so far that the appearance of

the Main-street front is fully outlined and everybody speaks of it as very pleasing. Very little effort was made to embellish the old building, especially on the outside.

Reports that the eltr. interests here had sent out notices that they were prepared to take care of all grain coming in by water are not true. It is expected that efforts will be made to man some of the eltrs. and get the cargoes out, but nobody knows how such a thing would come out.

The April fleet brought in 13,773,862 bus. of grain, of which about an even 5,000,000 bus. was wheat. The receipts had fallen off very much when the fleet was tied up by the strike on the first of May, but there is now 2,000,000 bus. more afloat here of pretty evenly divided wheat, corn, oats and flaxseed.

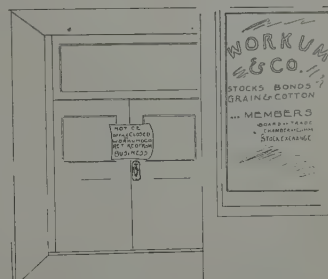
The spring-wheat market locally is stiffening on the notion that the lake strike would possibly last till the supply is gone, but millers do not pay much attention to that. Some of them have cargoes here that came in just too late to be unloaded and may be embarrassed somewhat on that account, but there is spring wheat enough here.

Car grain had been running down considerably with the opening of the lakes, but the flow has set in by rail again. Corn has been arriving in pretty bad shape for some time, the winter-shelled lots out of Chicago elevators being often hot and none of it in any too good condition. It has been so cool though that the losses have not been very great and it is thought that most of the winter-shelled corn is here now.

The vessel owners do not appear to think that the strike is either worthy to succeed or likely to end and are acting accordingly. It is threatened that if the scoopers do not go to work the automatic sweepers will be taken up and then their occupation will be gone. These appliances were bought several years ago and installed in several eltrs., ready for some such chance as this to use them. It would be strange if they were not used now. The strike of the eltr. house men prevents it at present.

The grain market turns very largely on the great scarcity of winter wheat. There is none to speak of in New York state farmers' hands and the dealers are not able to obtain any of account in the West. If they do get a car now and then the cost is such that they are not able to sell it except to special customers. State millers declare that they cannot make such wheat into flour at a profit and they are to a great extent shut down, although the demand for millfeed makes them very eager to run.—J.-C.

## IV. Good Bye Suckers, Good Bye



"Closed, Not by the Sheriff, but Because We Have a Big Roll to Get Away With."

## NORTH DAKOTA.

Irene, N. D.—Eaton & Co. will build an eltr.

Napoleon, N. D.—W. M. Nodding is building an eltr.

Fairdale, N. D.—Eaton & Co. are building an eltr.

Bue, N. D.—The Farmers Eltr. Co. has been organized.

Ray, N. D.—McGee & Smith will build a 25,000-bu. eltr.

Montpelier, N. D.—The Occident Eltr. Co. is building an eltr.

Tyner, N. D.—The Farmers Eltr. Ass'n has been organized.

Balfour, N. D.—The Royal Eltr. Co. will enlarge its eltr.

Cuba, Fingal P. O., N. D.—The farmers are talking of building an eltr.

Hastings, N. D.—The farmers contemplate organizing and building an eltr.

Dresden, N. D.—The eltr. of the Federal Eltr. Co. burned recently. Loss, \$4,000.

Dickinson, N. D.—The Thorpe Eltr. Co. contemplates building an eltr. in this vicinity.

Tyler, N. D.—The Farmers Eltr. Co. has purchased the eltr. of the National Eltr. Co.

Berwick, N. D.—Arnold Bros. are receiving bids for the erection of an annex to their eltr.

Chaseley, N. D.—The Farmers Eltr. Co. is asking for bids for the erection of a 40,000-bu. eltr.

Nekoma, N. D.—McMurray Bros. contemplate building an eltr.—Mgr. McEwan, Dougherty & West, Adams.

Mandan, N. D.—It is reported that Bingenheimer Bros. will build a 20,000-bu. eltr. here this summer.

Balfour, N. D.—Eltrs. are to be built here this season by the Green Eltr. Co., O. P. Overholser and Adam Fischer.

Pingree, N. D.—The Pingree Grain & Supply Co. is making arrangements for securing a site and building an eltr.

Heaton, N. D.—The Gribbin-Alair Grain Co., of Overly, is building a 40,000-bu. eltr. A grain cleaner will be installed.

Merricourt, N. D.—The Atlantic Eltr. Co. contemplates remodeling its eltr. and installing a gasoline engine to replace horse power.

Valley City, N. D.—The Russell-Miller Milling Co. contemplates increasing the capacity of its plant from 150,000 bus. to about 250,000 bus.

Cooperstown, N. D.—N. J. Olsen has let the contract for the rebuilding of his eltr., which burned Mar. 3. Work will be commenced at once.

Anamoose, N. D.—Schmidt & Gerlack will build a 35,000-bu. eltr. this summer. Martin Hublul will build a 30,000-bu. eltr.—Goetz & Hengel.

Polar, N. D.—M. M. Van Orsdel, mgr. of the Farmers Eltr. Co. at Edmore, contemplates, with other business men, the erection of an eltr. here.

Ypsilanti, N. D.—The Monarch Eltr. Co. contemplates building a 30,000-bu. eltr. in addition to the 10,000-bu. eltr. which it already operates.

Barton, N. D.—The Farmers Co-operative Eltr. Co. has purchased the eltr. of the North Dakota Horse & Cattle Co. Possession will be given Aug. 1.

Aneta, N. D.—The Farmers Eltr. Co. has brot suit against John G. Gunderson,

former treasurer, and M. E. Sperry, former secy., demanding an accounting.

Kramer, N. D.—Sam Doring & Bros. will build a 30,000-bu. eltr. this summer. Carl L. Broderson, of Tunbridge, has charge of the eltr. for Carry & McDermott.

Windsor, N. D.—The Powers Eltr. Co. has let the contract to H. Mibbey for the erection of 35,000-bu. eltrs. at Eckelson, Cleveland and Windsor.—Maurice B. Owen, agt.

Mayville, N. D.—The Mayville Mills Co. has been incorporated and will build a 60,000-bu. eltr. and 500-barrel mill. Incorporators, Geo. E. Brambel and J. S. Sebee.

Silverleaf, N. D.—The Northwestern Eltr. Co. is installing a dump scale and gasoline engine in its eltr. here. A new foundation is also being put under the building.

La Moure, N. D.—The Farmers Eltr. Co. incorporated, \$8,000 capital stock. Incorporators, F. M. Junod, John Powers, Jas. L. Good, and others. An eltr. will be built this summer.

Cando, N. D.—The Cando Roller Mills contemplate the erection of more storage room, as the mills have been compelled to run on short time this season because of insufficient storage facilities.

Cleveland, N. D.—The Occident Eltr. Co. has completed its 25,000-bu. eltr. and remodeled its old house, making the total capacity of the plant 48,000 bus.—W. B. Grube, agt. Occident Eltr. Co.

Buffalo, N. D.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock, and will build a 40,000-bu. eltr. Incorporators, J. H. Wilcox, A. W. Mohr, secy., F. T. Talcott, Andrew Jansen, and others.

Hoople, N. D.—It is understood that the St. Anthony & Dakota Eltr. Co. will rebuild its eltr. which burned Mar. 12. Nels Folsom, proprietor of the Moss Green Eltr., will make improvements in his house this season.

Fairmount, N. D.—J. K. Elliott & Co., of Minneapolis, will install a gasoline engine in their eltr. here. Other improvements will also be made in the house. A. W. Morresy has built a feed mill, with capacity for 2,000 bus.—S. G. Blair, agt. J. K. Elliott & Co.

Williston, N. D.—Irrigation projects are under consideration by the federal government at Buford, Williston and Nelson, to reclaim about 40,000 acres. The three projects are located on the north side of the Missouri River in the extreme western part of the state.

Sheldon, N. D.—The Monarch Eltr. Co. is raising its eltr. and moving it 3 ft. back from the tracks. This is being done at the request of the railroad company, which claims that a brakeman hanging to the side of the car is in danger of being killed by the platform of the eltr.

Portland, N. D.—The eltrs. here are doing fine, and altogether are handling large amounts of grain every year. The Cargill Eltr. Co. has repaired its eltr. here. The Independent Eltr., owned by Geo. Enge, is to be overhauled and a new shipping scale installed. A part of the shipments from this eltr. goes to supply country mills on the G. N. Ry.—X. X.

## OHIO.

Hamilton, O.—The Carr Milling Co. is building a concrete eltr.

Watson, O.—Holtz Bros. will repair their eltr.—Agt. Sneath & Cunningham.

Cincinnati, O.—Braun & Kipp will rebuild their eltr. which burned recently. The capacity will be doubled.

Cincinnati, O.—The Chamber of Commerce has decided to withdraw from membership in the National Board of Trade.

Farnham, Conneaut P. O., O.—L. L. Cass, of Weston, is rebuilding his eltr. which burned about 2 months ago.—O. E. Long, Weston.

Sherwood, O.—The Reed-Bear Grain Co., of Hicksville, will move and rebuild the eltr. purchased here some time ago.—Cary Miller, mgr. for Raymond P. Lipe.

Agosta, O.—C. F. Barnhouse retired May 1 from the firm of C. F. & C. O. Barnhouse. I will continue the business. C. F. Barnhouse will operate the eltr. at Harpster.—C. O. Barnhouse.

Sidney, O.—E. T. Cusenbolder will have charge of the eltr. of T. B. Marshall as well as that of J. E. Wells & Co. I will operate the Kirkwood house exclusively.—T. B. Marshall.

Pioneer, O.—The eltr. and mill of the Pioneer Milling Co. burned Apr. 23, with contents. A car loaded with wheat, standing on track, was also burned. Loss, \$15,000; insurance, \$8,000.

Delaware, O.—Snyder & Starr have purchased the plant of the Electric Roller Milling Co. The machinery will be taken out of the mill and sold and the building used for other purposes.

Wilmington, O.—The firm of Hiatt & Bradstreet has been organized by W. R. Hiatt and E. W. Bradstreet, of New Burlington, who will build an eltr. and engage in the grain and hay business.

New Washington, O.—I have just sold my plant here to Jacob Gottfried, of North Auburn, and he will take possession May 14. I am now out of the grain and seed business.—P. J. Thompson.

Arcadia, O.—Clyde Wheland has bot the eltr. here from E. P. Huss. H. S. Lyons, who has been operating the eltr. for Sneath & Cunningham, will take a trip to Kansas and may locate in the grain business there.

Cincinnati, O.—The Queen City Grain Co. incorporated, \$25,000 capital stock, to do a receiving and shipping business in grain, hay and mill feed, with offices in the Carlisle building. Incorporators, W. R. McQuillan, F. C. Brunson, Jas. A. Moore, Ben B. Dale and D. J. Kallahe. Wm. R. McQuillan, who is pres. of the company, was formerly general mgr. for H. J. Good & Co.

Roscoe, O.—The Hardesty-Williams Milling Co. has been organized from a consolidation of the J. F. Williams Milling Co., of Roscoe, Hardesty Milling Co., Canal Dover, and the Columbus Milling Co., of Columbus. The mill at Columbus is being remodeled and the capacity increased to 500 barrels. E. S. Lee, of Roscoe, is repairing his mill and installing new machinery.—G. W. Deucer, of J. F. Williams Milling Co.

Cincinnati, O.—John C. Droege has purchased the property of Henry Heile's Sons, two of the members of which firm were recently suspended from membership in the Chamber of Commerce. The grain eltr. and hay shed at Latonia, Ky., eltr. and hay warehouse and the retail store in this city will be conducted by the Cincinnati Grain Co. with Mr. Droege as pres., Peter Van Leunen as general manager, Alfred Gowling, former bookkeeper for Heile, as treas., and A. W. Masterson secy.



There seems to be some misunderstanding regarding the dates of the meetings of the National Hay Ass'n. and the Ohio Grain Dealers Ass'n. at Hotel Victory, Put-in-Bay, O. It seems that the National Hay Ass'n. arranged for hotel accommodations for the 2nd, 3rd and 4th of July, but their notices have gone out for the 3rd, 4th and 5th. However, they have agreed to adjourn at one o'clock Thursday, July 5th, at which hour the Ohio Grain Dealers Ass'n. will hold its first session and continue its meetings until the evening of the 6th, but all are expected to stay over until the evening of the 7th and return on the same boat, as a rough sea is promised for that night. At least it will be rough enough to bring joy to all land lubbers.

## OKLAHOMA

Enid, Okla.—J. A. Ramsouer, the local grain buyer, died recently.

Perry, Okla.—Ed. J. Coyle will build this season several eltrs. for car-loaders at points tributary to Perry.

Enid, Okla.—The eltr. of the Garfield County Milling Co. burned recently with about 8,000 bus of wheat. Loss, \$20,000; partly insured.

Perkins, Okla.—The W. H. Coyle Co. is enlarging its dump capacity. Hert Bros. & Son will build an eltr.—W. O. Anderson, agt. W. H. Coyle Co., Vinco.

Fairview, Okla.—The Fairview Grain & Eltr. Co. incorporated, \$5,000 capital stock. Incorporators, Adam Ratzlaff, Orienta; Henry T. Nightgall and L. B. Wisbey, of Fairview.

Enid, Okla.—The Farmers Mill & Eltr. Co. incorporated, \$40,000 capital stock. Incorporators, J. Y. Callahan, M. Ross and W. R. Berry. The contract has been awarded for the erection of a mill.

## PROGRAM OKLAHOMA AND INDIAN TERRITORY MEETING.

The ninth annual meeting of the Grain Dealers Ass'n of Oklahoma and Indian Territories will be held May 23 at Oklahoma City, Okla. The program follows:

Wednesday Morning, 10 a. m.

Meeting called to order by Pres. Geo. A. Masters, Perry, Okla.

Percentage System of Grading Grain. Address by Chas. S. Clark, Chicago, Ill. Discussion.

Address by J. Z. Keel, Pres. Texas Grain Dealers Ass'n.

Oklahoma Inspection. Address by Fred Vanenberg, Blackwell, Okla.

The Importance of Ass'n Work.—Address by F. W. Frasier, Wichita, Kan.

Wednesday Afternoon, 2 p. m.

Executive Session Open to Members Only.

Reading of minutes of last annual meeting.

Report of Secy. and Treas.

Election of Officers.

Time and Place of Next Annual Meeting.

Adjournment.

Wednesday Evening, 7 p. m.

Annual Banquet.

Numa, Okla.—The Medford Milling Co., of Medford, has purchased the eltr. of C. W. Vilott, of Oklahoma City, and will take possession July 1.—F. E. Martin, mgr. Numa Grain, Fuel & L. S. Co.

El Reno, Okla.—The Farmers Union & Co-operative Mill & Eltr. Co. incorporated, \$150,000 capital stock. The directors are: Chas. Bradley, F. C. Bow-

ers, Chas. Peterson, and others. A mill will be built.

Waynoka, Okla.—We appreciate the efforts of the Grain Dealers Journal to introduce reform in spelling. We hope the Journal will rigidly maintain this feature and merit the everlasting thanks of countless millions who are struggling with that ridiculous "ough," etc.—J. A. Green, secy. Waynoka Grain & Coal Co.

Yukon, Okla.—We are building a 100,000-bu. fire proof eltr., which will be one of the finest fireproof eltrs. in the southwest. In addition to this we have fire proof storage for 60,000 bus., which we built last year, and a 40,000-bu. frame eltr., giving us a total capacity of 200,000 bus. at this point.—J. F. Kroutil, pres. Yukon Mill & Grain Co.

## OREGON.

Lafayette, Ore.—J. T. Le Masters, local grain merchant, has filed a petition in bankruptcy.

Cottage Grove, Ore.—The Oregon Supply Co. has purchased grain and flour store of the Garmen-Hemenway Co.

## PENNSYLVANIA.

Pinegrove, Pa.—We are about to build a warehouse for storing grain.—Chas. Fegley's Sons.

Pittsburg, Pa.—The Morton-Culp Co. has been incorporated to do a wholesale business in grain, hay and feed; capital stock, \$40,000.

Newville, Pa.—About three years ago C. K. Ficks, who claims to be the manager of the Ficks Grain & Feed Co., purchased two farms at an aggregate price of \$20,000, with not a cent toward paying for same. He then assigned for the benefit of his creditors.

## PHILADELPHIA LETTER.

The grain business here, generally speaking, is not active, and it requires extra efforts to bring in the trade.

The mill feed situation hereabouts, like the coal business, at present is all going wrong. Products scarce and high priced, with grass season opening in great shape.

The city authorities are trying to get possession of some of the river wharves that have been leased to the transportation companies, in order to encourage the export grain trade.

Cash wheat at this terminal is scarce and high; mills are not making flour liberally, as values are too low and trade dull, and this is putting legitimate mill feed and brans among the food luxuries.

W. P. Brazier, the jolly grain man of the Commercial Exchange, on May 1 installed a new private wire at his headquarters on the grain floor for Chicago grain quotations from Finley Barrell & Co.

Col. E. L. Rogers, former pres. of the Commercial Exchange, is booked to take a prominent part in the discussion of grain inspection at the coming 10th annual convention of the Grain Dealers National Ass'n.

The strike among the workmen at the lake and rail centers has completely checked export grain business in this vicinity, as exporters are unable to accept foreign orders which cannot be shipped with any certainty.

The Commercial Exchange took the lead here among the various trade organizations in contributing money and flour for suffering San Francisco, and the total so far being \$7,631.79 cash, including \$900 in flour.

Some of the leading feed men here think that the Grain Dealers National Ass'n should take the entire feed trade of the country, which is agitating a national federation, into the big tent of the Grain Dealers annual circus, and give them a prominent place as a necessary side show. Will they do it?—S. R. E.

## SOUTH DAKOTA.

Plankinton, S. D.—E. J. Haynes, of Mitchell, has purchased the eltr. of H. H. Garey.

Wessington, S. D.—The Sleepy Eye Milling Co., of Sleepy Eye, Minn., will build an eltr.

St. Lawrence, S. D.—The Sleepy Eye Milling Co., of Sleepy Eye, Minn., is building an eltr.

Wilmot, S. D.—A. Norby, of Sisseton, and C. F. Porter, of Wilmot, are building an 18,000-bu. eltr.

Mansfield, S. D.—The Eagle Roller Mills Co., of New Ulm, Minn., is building a 35,000-bu. eltr.

Bath, S. D.—The Farmers Eltr. Co. has changed the style of its firm name to the Independent Eltr. Co.

Elk Point, S. D.—M. King, of Utica, has purchased a site and will build a 17,000-bu. eltr. on the Milwaukee right-of-way.

May 31 and June 1 are the dates of the annual meeting of the Tri-State Ass'n at Minneapolis. Don't forget the time.

Kimball, S. D.—The Ochsner Hardware Co. and I contemplate remodeling our warehouses into eltrs., or building eltrs.—C. S. Blodgett.

Bryant, S. D.—The Farmers Eltr. Co. incorporated, \$6,500 capital stock. Incorporators, J. W. Schanck, A. E. Chapman, Ole Davidson, and others.

Mt. Vernon, S. D.—E. J. Haynes, of Mitchell, has purchased for \$15,000 the mill and eltr. of the Mt. Vernon Milling Co. Possession was given May 1.

Springfield, S. D.—Farmers are holding on to their corn; want higher prices. About 20 to 30 per cent of corn still in country; when it begins to come in will do pretty fair summer business.—R. A. Maarsnigh, mgr. E. Colburn.

Columbia, S. D.—G. W. Van Dusen & Co., of Minneapolis, Minn., will enlarge their eltr., increasing the capacity to 30,000 bus. The Atlas Eltr. Co. will remodel its eltr. The Eagle Roller Mill Co. will build a 35,000-bu. eltr.

Valley Springs, S. D.—The Hubbard & Palmer Co., of Mankato, Minn., has purchased the warehouse of N. B. Keeney & Son, of Le Roy, N. Y., which was advertised in the Journal. The Hubbard & Palmer Co. will use its old eltr. for storing coal.

Bonesteel, S. D.—The eltr. and lumber yard of the Nye-Schneider-Fowler Co. burned, Apr. 25, with several cars on the siding. The fire is believed to be of incendiary origin and an investigation is being made. Loss, \$7,000; partly insured.

Sherman, S. D.—The New London Milling Co., of New London, Minn., contemplates tearing down its old eltr. and rebuilding this summer. The old building was originally a flat house, having been converted into an eltr. several years ago. Owing to changes to be made by the railroad, the house will have to be moved or another built, and it is reported that the latter course has been decided upon.—I. W. Beach, mgr. Farmers Eltr. Co.

Wilmot, S. D.—An explosion of dust in the Empire Eltr. started a fire in the eltr. leg that quickly spread to the cupola, on the afternoon of Apr. 24. A hose was run to the top of the building and the fire put out with about \$500 loss. Friction is supposed to have ignited the dust. Agent A. T. Garson, who was standing a few feet from the leg, was badly burned about the face and arms and was injured by a board which was blown off, striking him in the stomach. He will recover. The contract has been awarded for the rebuilding of the eltr. of the McCaull-Webster Eltr. Co., which burned recently. The loss was \$9,000; insured. The capacity will be about 20,000 bus.

### SOUTHEAST.

Holland, Va.—A. Edwards & Co. have recently engaged in the grain business here. I am out of the grain business.—E. Joyner.

Jacksonville, Fla.—The Vinzant & Albrecht Co. incorporated, \$25,000 capital stock, to do a wholesale business in grain, hay, produce and groceries. Incorporators, Wm. D. Vinzant, Elbert C. Huntington, Geo. T. Albrecht and E. Iseman.

### TENNESSEE.

Memphis, Tenn.—John Wade & Sons, grain and hay dealers, have purchased for \$20,000 a storage warehouse on North Front street.

Mt. Juliet, Tenn.—The plant of the Mt. Juliet Roller Mill Co. burned Apr. 29, with several hundred barrels of flour. Loss, \$6,000; partly insured.

Nashville, Tenn.—Subscriptions to the San Francisco relief fund have been made by many grain men and millers, the Hughes Warehouse & Eltr. Co. being among the contributors.

Nashville, Tenn.—The Nashville Terminal Co. has set apart the track nearest the river for a grain inspection track, for the convenience of the grain dealers of the city. The track has room for 30 cars and will be a great aid to the grain handling business and a decided improvement over the old manner of handling grain.

Nashville, Tenn.—Work has begun on the 500,000-bu. eltr. of the Nashville Terminal Co., composed of the Illinois Central and Southern Railways, for which the contract has been let to Geo. B. Swift & Co. The first floor will be of reinforced concrete, the bins of cribbing, with steel bottoms. The plant will include a drier and sacking machinery.

### TEXAS.

Celeste, Tex.—The Surratt Grain Co. has engaged in the grain business here.

Iowa Park, Tex.—Dr. Bell will install a car-loader purchased from P. H. Pelkey.

Electra, Tex.—Dr. Bell is building a 10,000-bu. eltr. P. H. Pelkey is doing the work.

Hubbard City, Tex.—The warehouse for the Central Texas Grain Co. has been completed.

Ft. Worth, Tex.—The Beckham Feed & Fuel Co. has succeeded the Mugg & Beckham Co.

Vernon, Tex.—H. K. Greever has let the contract for the erection of a 10,000-bu. eltr. to P. H. Pelkey.

Gainesville, Tex.—The eltr. of the Harris, Scotten Co. has been bot by the Atchison, Topeka & Santa Fe Railroad.

Munday, Tex.—S. Edwards, of Seymour, has let the contract for the erection of an eltr. here to P. H. Pelkey.

Knox City, Tex.—S. Edwards, of Seymour, has let the contract for the erection of a 7,000-bu. eltr. to P. H. Pelkey.

McKinney, Tex.—Jesse Shain, principal stockholder in the Collin County Mill & Eltr. Co., died Apr. 26, of paralysis.

Petrolia, Tex.—The J. C. Hunt Grain Co., of Wichita Falls, is building a 5,000-bu. eltr. here. P. H. Pelkey has the contract.

Wichita Falls, Tex.—The Hardin Grain & Eltr. Co. is having 2 line houses built in the vicinity of Wichita Falls by P. H. Pelkey.

Allen, Tex.—The Collin County Grain & Eltr. Co., of McKinney, is building a small eltr. No other eltr. here.—W. Killingsworth.

Bear in mind the dates of the annual meeting of the Texas Grain Dealers Ass'n at Fort Worth, May 24 and 25, the program of which was given in this column Apr. 25.

Wichita Falls, Tex.—The Burrage Grain Co. has let the contract to P. H. Pelkey for the erection of 2 eltrs. The firm has also purchased from Mr. Pelkey a car-loader to be installed in its local house.

Marshall, Tex.—W. L. Pitts has let the contract for the erection of a 36x56 ft. building to be used for corn mill and grain eltr., with capacity for 500 bus. of chops and 100 bus. of meal. The house will cost about \$10,000.

McGregor, Tex.—The Central Texas Grain Co. has succeeded the Crouch Grain Co., but E. W. Crouch still owns and manages the business. The storage capacity of the company is being increased and modern cleaning and elevating machinery will be installed.

Whitewright, Tex.—The Womack Milling Co. has increased its capital stock from \$30,000 to \$50,000 and has purchased the eltr. and grain business of the McMillin Grain Co., and will hereafter conduct a regular grain business in connection with its milling business. This addition to the grain capacity of the firm will enable it to handle more promptly its corn products. The company also owns a mill with eltr. facilities at Savoy.

Galveston, Tex.—The exports of grain from Galveston during April were 259,520 bus. of wheat and 30,450 bus. of barley, but no corn, compared with 651,256 bus. of corn, but no wheat or barley, for April, 1905. Exports since Sept. 1 and prior to May 1 have been 3,509,843 bus. of wheat, 11,299,009 bus. of corn, and 281,450 bus. of barley, compared with 32,000 bus. of wheat and 5,417,546 bus. of corn, but no barley, for the corresponding period of 1904-5, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade.

### WASHINGTON.

Ellensburg, Wash.—B. F. Reed has succeeded Reed & Barnes in the grain and hay business.

Reardan, Wash.—The Washington Grain & Milling Co. will make extensive improvements in its plant. A steam rolling plant for barley is contemplated.

Seattle, Wash.—R. P. Effinger and W. A. Ryer have purchased the interest of F. H. Hopkins in the firm of Downing, Hopkins & Co. and will manage the business, altho Mr. Downing still retains his interest.

Vancouver, Wash.—The Pacific Coast Malting Co. incorporated, \$250,000 capital stock, to manufacture malt, malt prod-

ucts, malt-making machines, and commercial alcohol, which will be made from grain, and erect grain eltr., warehouse and cold storage plant. Incorporators, P. G. Schmidt, F. T. Schmidt, J. R. Speckart, F. M. Kenney and Edmund Rice.

### WISCONSIN.

Milwaukee, Wis.—Memberships in the Chamber of Commerce are selling at \$250.

Waupun, Wis.—The Farmers Eltr. Co. has been offered a site by the C. M. & S. P. Ry. when it decides to build.

Superior, Wis.—Gregory, Cook & Co. will rebuild the Commander Mill at a cost of about \$150,000, to occupy the site of the former mill.

Whitewater, Wis.—Mr. Dadmun has purchased the eltr. of Zuill & Shephard. Bentley Dadmun, of Beloit, and his brother from Milwaukee will manage the business for their father.

Superior, Wis.—E. A. Arnold, H. A. Johnson and A. W. Brown were elected directors of the Superior Board of Trade at the meeting held May 2, to succeed former members of the board who have resigned.

Milwaukee, Wis.—The arbitration committee of the Chamber of Commerce on May 3 decided against the Milwaukee Eltr. Co. and in favor of F. Kraus & Co. in the matter of the grade of a car of corn sold by Kraus & Co. on an inspection of No. 3, but reinspected No. 4.

Superior, Wis.—W. C. Fairbanks, a prominent grain man and secy. of the Grain & Produce Exchange at Lakota, N. D., and Chas. Barta, of Mapes, N. D., have been granted membership in the Superior Board of Trade. Mr. Barta is one of the prominent grain dealers of N. D. and is operating under lease the eltrs. of M. F. Swanston, who was appointed a member of the Wisconsin Grain & Warehouse Commission by the governor of North Dakota.

Milwaukee, Wis.—The rule of the Chamber of Commerce prohibiting unfair competition by track buyers reads: "Any member of the Chamber of Commerce, or whose firm, corporation, eltr. company or track buyer, who shall bid for grain at railway stations on the basis of Milwaukee markets, a price equivalent to more than the current market price of such grain in this market, less the established rates of commission, shall be deemed to have violated this rule and incurred the penalties herein provided." The penalties are a fine of not less than \$250 or more than \$1,000, as the board of directors may determine.

Milwaukee, Wis.—Applications for membership in the Chamber of Commerce have been made by F. A. Stratton, Geo. Terwilliger, E. G. Terwilliger, N. B. McLean, O. H. Doebler, W. F. Honey, H. C. Block, Joe Betts, C. B. Weil, J. S. Flatland, M. Rosenheimer and N. K. Simmons. The following applications for memberships have been approved by the directors: Jos. E. Simpson, Jas. B. Leedom, Martin Anderson, Claud A. Tupper, Walter C. Holstein, Jas. F. Dohman and Otto C. Knell, Milwaukee; E. McIntyre, Waldo; L. C. Teigler, Adell; Adolph Rosenheimer, Kewaskum; Frank Johnson, Darien, Wis.; Geo. B. Van Ness, Chicago; C. E. Hunting, D. S. Baird, T. F. Bell and Jas. M. Gilchrist, McGregor, Ia.; Scott Logan, Sheldon, Ia.; B. H. O'Mara, Cedar Rapids, Ia.; W. Everett, Waseca, Minn.



## Books Received

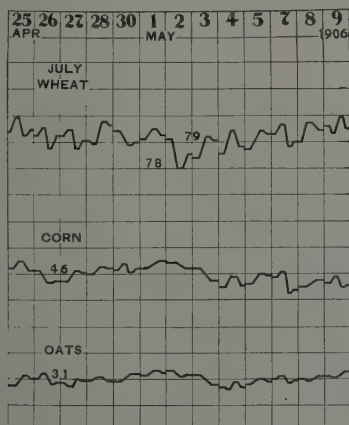
**QUARTERLY REPORT OF KANSAS State Board of Agri.** for the 3 months ending March, 1906, contains the address, papers and discussions at the Board's annual meeting also various information pertinent to the prosperity of Kansas farmers. By F. D. Coburn, secy., Topeka, Kan. Illustrated; 248 pages.

**RATE REGULATION.**—In an open letter addressed to Senator J. B. Foraker by the Ohio Shippers Ass'n on Rate Regulation the record of Mr. Foraker and his speech on his rate bill is analyzed, with the conclusion by the Ohio Shippers Ass'n "that your (Foraker's) argument that Congress does not have power to fix or prescribe rates is all wrong, or else the vital feature of your bill is unconstitutional. When you thus, by your own arguments, condemn the vital feature of your bill to be unconstitutional, can you expect either your constituents or the country at large to have any faith either in your argument or in your bill?"

**THE SCARLET EMPIRE.**—Theories for the co-operative control of factories, workshops and grain elevators are shown up in all their absurdity in a volume entitled "The Scarlet Empire," recounting the experiences of a young man who has mysteriously been transported from this world to an empire where socialism reigns supreme. In this ideal community the state limits the quantity of food served to each man, and unwilling workers are spurred to their toil by the knout. The principle of the submission of the individual to the will of the majority is carried to a point where interference with private affairs becomes a tyranny from which the only escape is suicide. The hero encounters a beautiful outcast and the story of their love holds the interest of the reader and contrasts charmingly with the hideousness of their surroundings. The author is David M. Parry, a manufacturer of Indianapolis, who, as a large employer of labor, has stood in the forefront of battle for the right of man to work without the gracious permission of a labor union. The Bobbs-Merrill Co., publishers, Indianapolis, Ind. Cloth; 400 pages; \$1.50.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for two weeks prior to May 10 are given on the chart herewith:



## Trade at Losing Price Need Not Be Closed to Make Telegraph Co. Liable.

Usually it has been considered necessary in order to recover damages from a telegraf company for delay or failure to deliver messages to show that the grain ordered in the message actually had to be and was bot at a certain price establishing the loss.

A case where no grain actually was bot and the damage was the loss of a bargain, recently was decided against the telegraf company by the Court of Civil Appeals of Texas. If followed by the Supreme Courts of other states this Texas decision will greatly increase the number of cases in which grain dealers will be able to recover damages from telegraf companies.

The T. H. Thompson Milling Co., of Houston, Tex., at 1:35 p. m., Aug. 12, wired J. T. Weiser & Co., Hico, Tex., an offer of 69½¢ for 10,000 bus. wheat. Weiser & Co. declined, but submitted a counter offer at 70¢, for immediate acceptance. At 10 a. m., Aug. 13 the Thompson Co. wired accepting 10,000 bus. at 70. The message never was delivered. Weiser & Co. on Aug. 14 wired that the offer had not been accepted by telegraf; and the Thompson Co. bot no wheat then and did not buy at all. By Aug. 20 the market advanced to 75 to 76¢.

The Thompson Co. brot suit to recover \$450 damages and was given \$375. The telegraf company appealed to the Court of Civil Appeals, where Chief Justice Gill said

"Appellant complains of the submission of any issue as to the measure of damages because the allegation was a purchase of wheat at a higher price and prayer for the difference in value, and the proof was that no wheat had been purchased by plaintiff. We are inclined to think the point not well taken. The fact was alleged that the company's negligence caused plaintiff to lose the purchase of 10,000 bushels of wheat at 70 cents, and that wheat thereafter advanced in price. If this was true, it was immaterial to their right to recover whether they bought or did not buy at the advanced price. They were entitled to the value of their lost bargain, the measure of which would have been the difference between what they must have paid in the open market at the advanced price, in the exercise of reasonable diligence, and 70 cents per bushel at Hico."

On account of an error of the lower court in refusing to submit to the jury the question whether Weiser & Co. would have accepted the offer had it reached them on the morning of Aug. 13 the Court of Civil Appeals has given, the telegraf company a new trial; but the decision is expected to be the same, since one of the firm of Weiser & Co. testified that had the offer been accepted by wire on Aug. 12 they would have protected it, and no evidence was presented to show that the firm would not have done so on the morning of Aug. 13.—91 S. W. 307.

The elevator to success is generally stuck—try the stairs, or the ladder.

Playing the bucket shop is not gambling. You cannot possibly win anything.

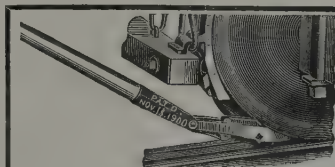
It will be found, upon investigation, we doubt not, that the manufacturers of maple sirup use pure corn cobs.

Maston [at telephone]. Send me up five bags of oats and 3 bales of hay.

Feed Dealer: All right, thank you. Who is it for?

Maston: The horse, you idiot.

**EDWARD GUDEMAN, Ph. D.**  
CONSULTING CHEMIST  
Legal and Technical Expert  
**Special Attention Given to Food Products**  
Postal Telegraph Bldg., CHICAGO, ILL.  
Correspondence Solicited.



## THE ATLAS CAR-MOVER

Manufactured exclusively by

**The Appleton Car-Mover Co.**  
Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

## Purifying Grain

Has Come to Stay.

Our best grain handlers recognize this fact, and are preparing themselves for the inevitable by installing our

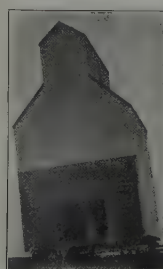
### PURIFYING SYSTEM

and thus fortifying themselves against competition and picking the plums the other fellow cannot reach. There are too many stained oats in this year's crop to permit of fair margins without purifying. Write us for descriptive booklet and samples. It's worth your while.

## Caldwell & Barr

Earl Park, Indiana.

NOTE.—We have been granted and now own four U. S. Letters Patents covering the art and mechanism for purifying grain. Unauthorized parties who do not own any patents, and who have no license to operate under any patents, are endeavoring to construct and sell purifying or bleaching plants. Elevator owners, in order to protect themselves, should compel such unauthorized parties to give them a thoroughly good and responsible indemnifying bond against costs of infringing suits and damages, as we shall institute infringement proceedings against elevator owners in every case where our patents are infringed.



## Elevator Mover

Elevators and other large buildings moved from one location to another.

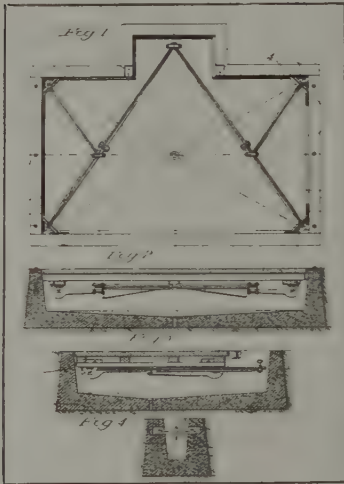
Work guaranteed.  
Write

**D. S. NELSON, Larimore, N. D.**

### Concrete Foundation for Scales.

Imbedded in the damp ground, timbers of wagon scales are so likely to rot and warp, that frequent renewal of the wood in the long run foots up a considerable expense. On account of the timber yielding when partly decayed the scale will become inaccurate, compelling the grain dealer to watch the scale closely and make frequent tests.

A concrete foundation, on the contrary, is indestructible, and being formed in one



Concrete Foundation for Scale.

solid mass will always retain the bearings of the scale in exactly the same relative position. It is cheaper than a steel or iron frame.

All wooden supports are done away with in the concrete scale foundation designed by George H. Birchard, who has been granted letters patent, No. 815,576 thereon. As shown in the engraving herewith the foundation is one solid piece of concrete formed in place to cover the entire bottom of the pit. Fig. 1 is the plan, Fig. 2 a longitudinal and Fig. 3 a cross section, while Fig. 4 shows how the irons are supported in the corners, so as to be removable, being a section along the line, 4.

The bottom is dished, with a hole in the center for the escape of water. The base plate underlies the entire scale, with an extension underlying the scale beam. By covering the bottom with concrete the growth of weeds is prevented, and rodents cannot undermine or displace the walls.

### Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to May 10 have been, 208,549,000 bus., compared with 193,252,000 bus. for the corresponding period of last season.

Corn receipts for the present crop year prior to May 10 have been 155,199,000 bus., compared with 152,133,000 bus. for the corresponding period of last season.

India is mapped in colors by Geo. J. S. Broomhall, editor of the Liverpool Corn Trade News, showing the acreage of wheat in the different districts planted in the fall of 1904, according to reports of the government of India.

### Sellers Duty to Furnish Grain at Point Sold.

In an arbitration between W. J. Riley & Co., of Indianapolis, Ind., and Carlisle & Hodam, of Downs, Ill., regarding application of 5,000 bus. of corn on a sale by the latter of new mixed corn f. o. b. Downs, for export, which they were unable to ship from Downs, and tendered 5,000 bus. of corn bot of Baldwin & Co., of Bloomington, off another road, Arthur R. Sawers, to whom the question was referred, has given the following decision:

The only point at issue is: Can corn shipped from McClain on C. & A. be applied on sale of corn sold on track Downs on Big Four R. R.?

My decision is that it cannot be so applied, and therefore I decide in favor of Messrs. W. J. Riley & Co.

This is a broad and important question, and my contention is that when a buyer makes a purchase of grain on track at a given station for shipment via a certain road, it is his right and due to get it according to contract, and it is the seller's duty to furnish the grain at point and on road as he sold it.

This corn was sold "Seaboard terms", and Riley & Co., when giving Baltimore as destination in their shipping directions, undoubtedly used this as a blind billing, and would have been notified by Big Four when the corn arrived at Indianapolis. On present transit privileges allowed by the railroads at regular markets, such as Indianapolis, Chicago, Cleveland, etc., the buyer, or receiver, is notified when through billed grain arrives, and is permitted to change destination to any point beyond to which through rates are published, at the through rate from initial point to point of final destination.

As Riley & Co. bought this corn on Big Four at Downs, they should not be forced to accept corn originating on C. & A., which undoubtedly does not cover all points with through rates that are covered by Big Four on shipments from Downs.

In Chicago "New York" is generally used as blind billing point on through billed grain, and, in fact, all through billed sales are settled on basis of New York rates.

Now, to illustrate, will use a hypothetical case.

"A" buys from "B" one car of corn track C. & E. I., Goodland, Ind., rate 18½¢ to New York, and "A" gives shipping directions to New York via Chicago. "A" sells the corn to go to Grand Rapids, Mich., which takes a rate from Goodland of 1¢ over Chicago, and intends to re-bill the car when it reaches Chicago.

"B," instead of shipping the corn from Goodland on C. & E. I., ships a car from Kankakee, Ill., on I. C., which also takes 18½¢ to New York, but has no through rate to Grand Rapids.

Should "A" be asked to accept the Kankakee shipment? I say no.

Another reason for my decision is that buyers usually know the quality of grain in different sections, and bid accordingly.

In such a case, should the buyer be compelled to take the corn from another point where corn was of inferior quality, even if on the same road and rate? I say no.

The original contract shows this corn was sold by C. & H. to W. J. R. & Co., at 43¢ track, Downs, Ill., December shipment, seaboard terms.

These are only a few of the many rea-

sons why a buyer should get grain at point bought.

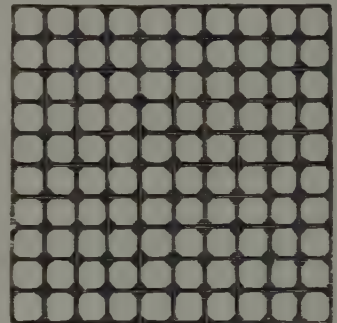
If a seller wishes to make shipments from different points he should sell either delivered at destination or on a specified rate basis, and then misunderstandings like this will be impossible.

### Rat-Proof Crib.

Rodents damage and destroy so much corn that the loss on several crops will more than pay for material needed to make the cribs proof against the vermin.

An effective means of keeping out the rats is to line the walls with wire netting. Wire cloth, galvanized, No. 4 to No. 8, having 16 to 64 meshes to the square inch, is spread on the floor of the crib and covered with a second floor of ship-lap plank. The engraving herewith shows a No. 5 mesh, which is suitable. The wire netting is turned up at the edges of the crib about 5 inches to prevent any possible cutting of rat-holes in the crib at the lower edges. The same kind of netting is hung over the outside of the crib rails, secured with common plastering lath nailed over the wire cloth on each rail, at the upper edge of the rail, using shingle nails for nailing the cloth on.

Thus the crib is protected all round by a material that permits the circulation of air and will last a lifetime. Wire cloth



Wire Cloth to Keep Out Rodents.

of the numbers suited to the purpose, Nos. 4 to 8, costs 4 cents per square foot. The heavy No. 4 is known as wire sand-screen cloth, and the No. 8 as evaporator wire cloth.

The Board of Trade is sawed off every day at 1:15.

If scoopers were required to have grain in sight in carload lots before railroad agent could order car for them the cars would not be detained and used for warehouse purposes. Every car so detained deprives a live shipper of its use, and the railroad company of its earning capacity.

The population of Mexico is fast taking up the use of wheat products in preference to corn. Mexican farmers realize this and wheat growing has received a great impetus in the last few years. With this ever-growing demand for wheat more will be produced every year, but the demand has increased so greatly in the last few years that it does not appear that it can be satisfied by the Mexican supply. Last year's crop was a poor one, and as a result American grain firms have placed many orders in Mexico, and the demand is still increasing, says Percy C. Smith of Kansas City, who has made a tour of Mexico.



## Supreme Court Decisions

**Arbitration.**—An unexecuted agreement to arbitrate will not be recognized by the courts of this state.—*Havens v. Robertson*. Supreme Court of Nebraska. 106 N. W. 335.

**Damage to Freight.**—In an action by a consignee for damages arising from injuries to freight shipped from a foreign state, the contract must be construed according to the laws of the state in which it was executed.—*Frasier v. Charleston & W. C. Ry. Co.* Supreme Court of South Carolina. 52 S. E. 964.

**Shipper not Responsible for Illegal Rate.**—A shipper is not responsible for the act of the carrier in fixing the rate at less than that required by the interstate commerce commission, in the absence of knowledge that the rate fixed is illegal.—*Southern Kansas Ry. Co. of Texas v. J. W. Burgess Co.* Court of Civil Appeals of Texas. 90 S. W. 189.

**City can not Compete.**—A city may not engage in a commercial enterprise, such as buying and selling coal, thereby entering into competition with dealers; such use of money not being for a public purpose.—*Baker v. City of Grand Rapids*. Supreme Court of Michigan. 106 N. W. 208.

**Delivery by Carrier Accessible.**—It is the duty of a common carrier, not only to safely carry property to its destination, but to take it to the place provided at that point for delivery of similar property, and there place it in a position of accessibility.—*Russell Grain Co. v. Wabash R. Co.* Kansas City Court of Appeals, Missouri. 89 S. W. 808.

**Cotton Seed Buyers.**—A corporation which entered into a contract for the sale of cotton seed, which it could only furnish by buying it in the open market, was a public cotton seed buyer, within the statute requiring persons engaged in that business to pay a privilege tax.—*Gloster Oil Works v. Buckeye Cotton Oil Co.* Supreme Court of Mississippi. 40 South. 225.

**Buyer May Accept or Reject.**—Where a seller of merchandise delivers goods of a quality inferior to that required by the contract, the buyer may reject the goods and sue for damages, or pay the contract price, take the goods, and recover the difference between their value and the value of the goods required by the contract.—*John E. Hall Commission Co. v. R. L. Crook & Co.* Supreme Court of Mississippi. 40 South. 20.

**Sale of Business to a Monopoly.**—A contract by which a person sells his property and business good will to another cannot be repudiated on the ground that the purchaser acquired the property for the purpose of obtaining a monopoly of the business and in pursuance of an illegal combination in restraint of trade.—*Camors-McConnell Co. v. McConnell*. Circuit Court, S. D., Alabama. 140 Fed. 412.

**Broker's Sale of Stocks Conversion.**—Where a stockbroker, instead of requiring a margin of a customer, advances the whole amount necessary for the purchase, the relation of pledgee and pledgor exists between the parties, and a sale by the broker of the securities without notice constitutes a conversion, in the absence of an agreement waiving notice.—*Content v. Banner*. Court of Appeals of New York. 76 N. E. 913.

**Wrong Delivery by Carrier.**—A carrier is chargeable with a conversion at the instance of the consignee or his assigns if he deliver the goods to any other person; and this is true, notwithstanding the carrier acts in entire good faith, and the wrong delivery is the result of an innocent mistake on the part of another carrier, from whom he received the goods.—*Merchants &*

*Miners Transp. Co. v. Moore & Co.* Supreme Court of Georgia. 52 S. E. 802.

**Missouri State Weighmasters.**—Rev. St. 1899, Section 7676, provides for weighmasters at points where state grain inspectors may be established in conformity with section 7655. Section 7655 prescribes the manner of appointment of deputy and assistant grain inspectors. Held, that the reference to section 7655, in section 7676, is to designate the manner of appointment, and not the places where weighmasters are to be appointed.—*State v. Goffe*. Supreme Court of Missouri. 91 S. W. 486.

**Arbitrators Under Common Law Sworn.**—Code Civ. Proc., Sec. 2369, providing that arbitrators selected, as prescribed in the title, or otherwise, must be sworn unless the oath is waived, applies to arbitrators selected under a common-law arbitration, and such oath is not waived by Code Civ. Proc. c. 17, tit. 8, sec. 2386, providing that the chapter shall not affect common-law arbitrations, "except as otherwise specially provided."—*Hinkle v. Zimmerman*. Court of Appeals of New York. 76 N. E. 1080.

**Wheat Ticket Void.**—Where plaintiff held an elevator wheat check, issued by defendant in 1885, reciting that the wheat was held subject to plaintiff's order of sale on or before July 1, 1886, plaintiff was bound to make a demand for the delivery of the wheat within a reasonable time, in order to create a cause of action for its conversion, which action was barred by his failure to make such demand within six years.—*Freeman v. Ingerson*. Supreme Court of Michigan. 106 N. W. 278.

**Trial of Exchange Member.**—Plaintiff, a member of a voluntary association, on receipt of a summons to appear before the directors, heard the charges read, and a copy of them was handed to him, and he was present while the evidence was presented, with an opportunity to cross-examine, and made no objection to the procedure, nor did he make any request for further opportunity to be heard. Held, a submission to the jurisdiction of the directors and a waiver of service of charges in advance of the trial.—*Williamson v. Randolph*, pres. Consolidated Exchange. Supreme Court of New York. 96 N. Y. Supp. 644.

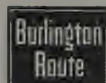
**Weighmen at Private Elevators not Usurpers.**—On motion for judgment on the pleadings in quo warranto proceedings against persons alleged to have usurped the office of public weighmasters, allegations in the answer that the grain weighed by respondents does not go into or out of a public warehouse, must be taken as a fact, so that Rev. St. 1899, Sec. 7625, amending Rev. St. 1889, Sec. 5607, defining public warehouses, is immaterial in the case.—*State v. Goffe*. Supreme Court of Missouri. 91 S. W. 486.

**Presentment of Check.**—If the person receiving a check and the bank on which it is drawn are in different places, it must be forwarded, for presentment, by mail or other usual mode of transmission, on the next day after the receipt thereof at the place in which the payee resides or does business, if reasonably and conveniently practicable; and, if it is not so practicable, then by the next mail, or other similar means of conveyance, leaving after said date.—*Lewis, Hubbard & Co. v. Montgomery Supply Co.* Supreme Court of Appeals of West Virginia. 52 S. E. 1017.

**Buyer's Inspection not Conversion.**—A carrier received goods consigned to the shipper. The bill of lading and waybill required the carrier, on the goods reaching their destination, to notify a third person and allow inspection. The car containing the goods was placed on the switch track at the third person's warehouse. The carrier retained control of the car, and the third person, without the knowledge of the agent, removed some of the goods, which were subsequently returned. Held, not to show a delivery to the third person sufficient to charge the carrier with a conversion.—*Conrad Schopp Fruit Co. v. Missouri Pac. Ry.* St. Louis Court of Appeals, Missouri. 91 S. W. 402.

## The Burlington Route

calls attention to manufacturers seeking a new location to its Industrial Department. This department is established for the benefit of manufacturers. Information on the three Rs of manufacturing—Power, Raw Material, Market—can be had by writing



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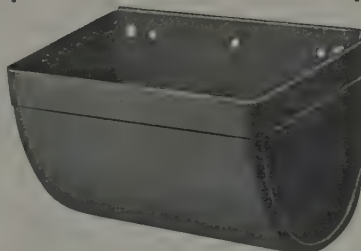
## SPEAR MAILING ENVELOPES

will carry your samples of Grain, Seeds and Flour safely to destination. The best envelope made, costs no more than others.

WRITE FOR SAMPLES AND PRICES

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## The Banner



## Elevator Bucket

The only Bucket made from one self-same piece of sheet steel, with double reinforced top.



It is the best, most durable, greatest capacity and cheapest.

WRITE FOR PRICES

**The Banner Mfg. Co.**  
Agents Wanted Hamler, Ohio

## Bank Liable to Seller for Delivering B-L Upon Mere Acceptance of Drafts.

R. L. Crook & Co., grain dealers of Vicksburg, Miss., ordered of the John E. Hall Commission Co., of St. Louis, Mo., three cars of oats to be delivered f. o. b. Vicksburg. The cars were shipped, and drafts with Bs/L attached sent to a bank at Vicksburg.

When the drafts were presented they were accepted by Crook & Co., but not paid, and the bank delivered the Bs/L to Crook & Co., who presented the Bs/L to the railroad and examined the contents of two cars that first arrived. After examination Crook & Co. wired the Hall Co. that the oats were inferior to those ordered, and offered to take the two cars at \$100 a car less than contract price. The offer was accepted by the Hall Co., who wrote plaintiffs that, as soon as the bank advised them that the drafts had been paid, a check for the difference would be sent plaintiffs. The drafts were paid, and upon examination of the third car the oats contained in it were also found to be of inferior quality. The defendant declined to pay the difference, on the ground that the plaintiffs, in obtaining the Bs/L before paying the drafts, had changed the contract so as to make it a purchase on inspection, instead of an implied warranty. Plaintiffs then attached certain funds in the hands of the First National Bank of Vicksburg belonging to the defendant.

In affirming the decision of the circuit court in favor of R. L. Crook & Co., Judge Harper of the Mississippi Supreme Court said "On the trial of the merits, the court below instructed the jury to find for the plaintiffs in the sum of \$200, on account of damages arising from delivery of the first two cars of inferior grain. This was correct, since the damages thereon became liquidated, fixed, and certain when defendant agreed that plaintiffs could take these two rejected cars for \$200 less than the contract price, on account of the inferior quality of the grain. Nor have we been able to discover anything in the record to show that this agreement was brought about by any misrepresentation of any sort made by plaintiffs. Counsel for appellant contend that defendant was misled into believing that the money had been actually paid at the time this agreement was entered into. But certainly plaintiffs never did or said anything to that effect. On the contrary, defendant expressly stated that it would not remit until it had been notified that the drafts had been actually paid, showing that it knew or believed at the time that the drafts had not already been paid. But, if the grain was delivered by the bank upon a mere acceptance of the demand drafts, it was the fault of the defendant's agent, who thereby became liable to it for the money, and did not authorize defendant to avoid its contract. Before the attachment was issued, all the money had actually been paid, and the demand, so far as the first two cars are concerned, was both due and liquidated.

"As to the third car of grain, plaintiffs had two courses open to them. They could have rejected the grain and sued for damages for breach of the contract, or they could pay the contract price, take the grain, and recover the difference between its value and the value of grain of the quality named in the contract. Plaintiffs elected to pursue the latter course, and the right of action accrued upon the payment of the draft and the receipt of the inferior grain. The court rightly left

the question of the amount recoverable on account of this third car to be determined by the jury upon the evidence adduced."—40 *South*, 20.

## Runs Rope Drive for Leg Between Casings.

The use of manila rope for transmitting power is becoming more and more common in country as well as terminal elevators. When properly installed the rope drive runs so smoothly and quietly and transmits the power so perfectly that elevator men are generally delighted with it, hence it is but natural that it should be adapted to different uses about the elevator.

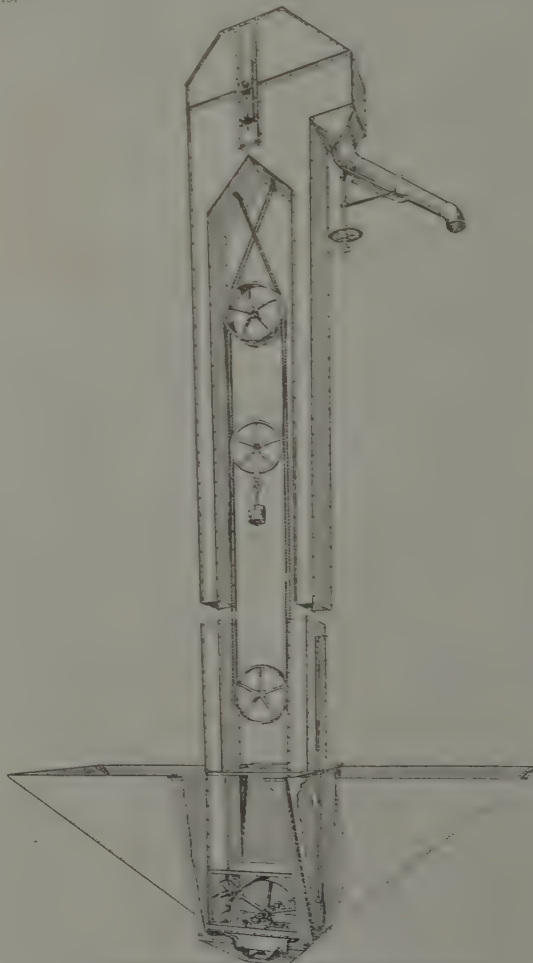
Recently a new drive has been brought out which does not necessitate the building of a drive well, as the ropes pass up to head pulley of leg between the leg casings, as is shown by the engraving given herewith. The ropes pass around the elevator head pulley in grooves under the bucket belt, power being taken from the line shaft underneath the first floor, where a friction clutch is provided for cutting off power and stopping the leg whenever it is desired. This is said to facilitate the operation of the leg and reduce the space required for machinery. The device has recently been brought out by G. T. Honstain of Minneapolis.

## A New Form Of Concrete Pile.

Concrete piles of an unusual form have recently been tested in New York. They are made by spreading a layer of concrete on wire fabric to which longitudinal rods are attached at intervals. The fabric is immediately rolled up in a special machine of simple construction and the pile then laid aside to harden. It thus contains in addition to the fabric any desired number of vertical rods. In a cross section of the pile the fabric lies spirally from the inside to the exterior of the concrete. If so desired any one of the rods may be made a hollow tube, thus allowing for the use of the water jet process for sinking the pile.—*Iron Age*.

If half the money spent to prove July wheat (wheat we haven't got), is a great crop or a crop drowned out or blown out or plowed out of the ground, had been spent to carry and insure the May wheat (wheat we have got), the price would be at least 5 cents higher than it now is.—E. W. Wagner.

A new variety of wheat has been developed by Wm. A. Eaton of Oceana county, Mich. It is believed to be a cross between Washington Glass, a white wheat, and red Clawson, the hybrid having a red kernel and white chaff. The new wheat is a heavy grain and yields high per acre.



Rope Drive Housed between Up and Down Legs.



## Supply Trade

The Monarch Machine Co. has succeeded the Des Moines Gas Engine & Machine Co., of Des Moines, Ia.

Some men are born rich, others have money willed to them and others simply advertise their business—Duncan M. Smith.

The Foos Gas Engine Co., of Springfield, O., has registered the word "Foos" as a trade mark, No. 18,022, for explosive engines.

When a prospective purchaser sees the advertisement of a business concern in a reputable publication it fixes that concern's identity.—Washington Star.

H. M. Giles, joint agent of the Millers National and the Michigan Millers Mutual Insurance Cos., has taken offices at 114 Corn Exchange, Minneapolis, Minn.

The plant of the Downie-Wright Mfg. Co. will be removed from York, Neb., to Rapid City, S. D., where a well equipped shop will be erected for the manufacture of its specialties.

The McLeod Automatic Scales Co. has been incorporated at Chicago and Peru, Ill., to manufacture weighing machines. The incorporators are Chas. Nadler, Emil F. Wagenknecht and Jacob L. Linke.

The B. S. Constant Co., of Bloomington, Ill., is enjoying a good trade on the U. S. Corn Sheller and patent chain feeder, and reports prospects promising a very good year in its line of grain handling specialties.

The Beall Improvements Co., of Decatur, Ill., which is now making a full line of grain cleaning machinery, reports that it is enjoying the best business it ever had and that the prospects are exceedingly bright for the future.

A portable, steel framed elevator has been invented by J. W. Tobin, foreman of the Pioneer Steel Elevator Co., of Minneapolis, Minn. The parts are marked at the shop so almost anyone can erect the house. Its capacity is 20,000 bus.

The Burrell Mfg. Co., of Bradley, Ill., has opened a Chicago salesroom and office at 251 S. Jefferson street, where all country sales will be taken care of promptly, by R. W. Burrell, manager. A full stock of elevating and conveying machinery will be carried.

W. L. Barnum, sec'y of the Millers National Insurance Co. for the past 30 years, has, owing to advancing years and a contemplated European trip, tendered his resignation as sec'y, and the same has been accepted by the Board of Directors, and took effect May 1, 1906.

Printers' Ink has always held that newspapers which carry the largest number of want advertisements are closest to the hearts of the people. When in doubt, it says, "follow the 'wants.' You can't do wrong if you put your advertisement in the newspaper which carries the 'wants.'"

The German-American Portland Cement Works of LaSalle, Ill., write "The cement market never looked better. Prices are 25 per cent higher than they were at this time a year ago. Stocks in the hands of manufacturers are very low, owing to the enormous winter demand, and the outlook for the remainder of the year is beyond question the best we have ever

known. There will not be sufficient cement manufactured to take care of the requirements. Manufacturers, however, hope that prices will not go beyond a reasonable figure, as they did once in the history of the American industry.

The Wm. Graver Tank Works of Chicago, Ill., have found it necessary on account of their rapidly increasing business, to remove their general offices to East Chicago, Ind., where all communications should be addressed. At the former headquarters, 77 Jackson blvd., Chicago, a sales office is being maintained.

A. F. Shuler, agent at Minneapolis for the Huntley Mfg. Co., has just captured the contract for 21 all steel machines for the new fireproof elevator being erected by the Barnett & Record Co. for the Globe Elevator Co. as the Duluth terminal of the Peavey System. In dollars and cents this is the largest single sale of cleaning machinery on record.

The amendment to the trade mark law which was passed recently by the house of representatives, creates classes of merchandise for the purpose of trade mark registration. On a single application for registration of a trade mark it may be registered at the option of the applicant for any or all goods upon which the mark has actually been used comprised in a single class of merchandise, provided the particular description of goods be stated.

To Geo. H. Hess, Jr., inventor of the Hess Grain Drier, is due the credit of having suggested the method of separating garlic from wheat, which has been developed by the Bureau of Plant Industry, Dept. of Agri., and is described elsewhere in the Journal. Mr. Hess suggested that by passing the grain thru driers and submitting it to an air blast, the garlic bulbs might by drying be made to open and become fluffy so they could be blown out. It is conservatively estimated that this process will add millions of dollars to the value of the wheat crop of the eastern states.

John D. Starritt, for 15 years superintendent of construction for J. T. Moulton, of Chicago, Ill., died Apr. 18 on his farm near Terra Cotta, Ill., of heart failure. Mr. Starritt was born at Paradise, Nova Scotia, in 1841, and came to Chicago in 1869, where he took up carpenter work. After 6 years with the C. & N-W. Ry. as supt. of construction on the Madison division he went with Mr. Moulton, and built some of the largest elevators in the world. He had purchased his farm home and removed his family there more than 20 years ago, himself continuing to build elevators until his retirement 5 years ago. Mr. Starritt was a man of exemplary habits, and his unexpected death is deeply regretted by those who knew him best. A wife and six sons survive him.

Oil cake, which is the residue resulting from the process of extracting oil from nuts by hydraulic pressure, and which usually remains in solid form and is not put to any further process of manufacture, is free of duty as "oil cake" under paragraph 625, tariff act of 1897. When such oil cake crumbles into the form of a meal, due to exposure to a dry climate and the jarring in transportation and other handling, and not as a result of any process to change its form or quality, Held that the nature of the article is not changed so as to bring it within the classification of an unenumerated manufactured article, but it is still free of duty as oil cake.—Late decision by U. S. General Appraisers, New York.

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SAMPLE ENVELOPES?  
Try Us!  
SECURITY ENVELOPE CO.  
MINNEAPOLIS, MINN.**



**The Minster Machine  
Company, Minster, Ohio**

Mfrs. of the Minster  
Friction Clutch Pulley  
Friction Cut Off Couplings;  
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ed sleeve, to which wood split  
pulleys, sprockets, gears, etc.,  
can be attached. Catalog and  
prices on application.



**Cover's Dust Protector**

Rubber Protector, \$2.00

Sent postpaid on receipt of  
price; or on trial to respon-  
sible parties. Has automatic  
valve and fine sponge.

**H. S. COVER**

124 Perley St., South Bend, Ind.

**SEAL YOUR SHIPMENTS  
SECURITY SEALS ARE SELF-LOCKING**



No instrument needed.  
Adapted for any kind  
of car door. Tamper-  
ing cannot be  
cocealed. Fastening quick  
and certain. Your own  
name and number on  
face. Selling every-  
where.

**SECURITY SEAL CO., St. Louis, Mo.**



**\$45.00**

**No Other Cost**

As we furnish everything  
complete other than a mill-  
wright's or carpenter's  
time of three to five hours  
required to erect a man-  
lift. It will save you its  
cost in six months.

The use of a manlift  
destroys the possibility of  
an overflow of the oats  
into the corn bin.

We manufacture a full  
line of elevator supplies.

**Burrell Mfg. Company**

251 S. Jefferson Street

**CHICAGO, ILLINOIS**

Factory Bradley, Ill.

## Grain Carriers

The barge Cobourg, corn laden from Montreal, sank recently in the Cornwall Canal.

The Erie, Champlain, Oswego and Seneca Canals of New York were opened May 2.

Grading has been started on the 15-mi. extension of the Omaha road from Hartington to Crofton, Neb.

Construction of the Marietta & Lake R. R., between Marietta and Jewett, O., 72 mi. is to begin June 1.

The sunken steamer Saxona has been raised, its bow patched, and sent on to Buffalo to unload its flaxseed cargo.

A court review amendment to the Hepburn rate bill has been prepared by Senator Allison and approved by the railroad senators.

A new ship canal 80 ft. wide and costing \$10,000,000 at Sault Ste. Marie, Ont., is projected by the Dominion Government.

By its acquisition of a half interest in the Trinity & Brazos Valley Road the Rock Island System has secured entrance to New Orleans.

Grain unloading records were broken Apr. 24 when 321,637 bus. was elevated from the steamer Hoover & Mason at Buffalo in less than 13 hours.

Contracts have been let for building 215 miles of the Cherryvale, Oklahoma & Texas R. R., which is to extend 900 miles from Caney, Kan., to El Paso, Tex.

About 5,000 bus. of the grain cargo of the Canadian steamer Donnacona had to be lightered to release the boat which stranded recently near Sault Ste. Marie.

Canal enlargement is getting more attention from the Ohio legislature. Appropriations have been made for the improvement of the canals reaching the Ohio River.

The Dominion Transportation Commission is expected soon to issue an order placing on the carrier the responsibility for its own carelessness resulting in damage to goods shipped "OWNER'S RISK."

The Canadian and American members of the Waterways Commission met in executive session at Buffalo, N. Y., Apr. 26, and considered the question of controlling the taking of water from Niagara Falls.

The proposed reduction of 2 to 3 cents on grain from Chicago to the seaboard has been postponed, if not abandoned by the railroads on account of the lake strike. No gentle reader, water competition has no influence on rail freight rates.

The grain laden steamer Iroquois sank Apr. 24 after striking the head of the dyke in Hay Lake, and for two days blocked the passage of a large fleet thru the Sault. The Iroquois was towed to Depot Harbor Apr. 27 to unload its wheat cargo.

The railroad and corporation senators in the millionaires club at Washington seem to have left hardly anything undone to prove that they are against the people and for their masters in the railway rate legislation. Theirs is the stigma of those unfaithful to their trust.

Senator Grady has introduced in the New York legislature a bill providing that carload rates shall not be more than 10 per cent below the less than carload rates. Since grain is nearly always shipped in full carloads the law, if enacted, would have the effect of holding up grain rates.

In a case involving discrimination by a railroad in joint rates against a water line the Interstate Commerce Commission recently said "It is evident that authority should be provided to establish thru rates between water and rail carries, or at least to prevent unjust discrimination by rail carriers between connecting water lines."

From Beloit, Wis., 70 miles of road will be built to Milwaukee by the Milwaukee, Rockford & Eastern as an extension of the I., I. & M., which is building 16 miles from Rockford to Beloit. Another part of the same road is the Illinois, Indiana & Gary, recently incorporated to build 33 miles from Peotone, Ill., to the new town of Gary, Ind.

Reciprocal demurrage is needed to force carriers to apportion cars fairly and to supply equipment promptly. It is not a satisfaction of damages sustained by the would-be shipper, whose loss by reason of failure to get cars to keep the elevator, mill or factory running nearly always amounts to more than ten times the demurrage.

The supreme court of Nebraska has affirmed the decision of the lower court in the suit of the Farmers Grain & Live Stock Co. against the Union Pacific Railroad. Frank F. Robey, who owned the land over which the side track ran, intervened denying the right of the road to run cars over the track, which he alleged had been laid solely for the use of the Kearney Milling Co., but the court held it to be part of the public highway system of the railway.

The American Shippers Ass'n was reorganized at Chicago May 4 with W. B. Conkey, of Chicago as pres. and J. M. Glenn of Chicago as secy. An appeal was telegraphed to Pres. Roosevelt protesting against the advances in railroad rates which had been made effective thru the enforcement of published schedules. A statement issued by the Ass'n includes the following: For many years the cost of transportation in this country has been steadily advancing. This increase has been at times stealthily brought about. Like all other transactions in which there is only one party to fix the price, the result may lead to conditions that might prove excessive or oppressive and be at variance with the rules of equity and fairness that should govern all commercial transactions. To correct the tendency to

such conditions by all legitimate and honorable methods, and to furnish an instrumentality by which differences that have grown up or may in the future develop may be promptly and effectively adjusted, and to protect and develop the business interests of shippers generally throughout the United States, and to bring them into closer trade relations, the American Shippers Ass'n is formed.

In submitting the report of the commissioner of corporations on freight rates, in connection with the oil industry, to congress May 4, President Roosevelt launched a bomb into the camp of the railroad senators who are contesting the passage of the railway rate regulation bill. Commissioner Garfield's report clearly shows the need of legislation to assist the roads in curbing the greed of great monopolies. The report shows that the roads have so manipulated rates that the Standard Oil trust has enjoyed advantages over its competitors equal to millions of dollars each year. Between Whiting, Ind., and East St. Louis, Ill., its rebates from the Alton, Burlington and C. & E. I. have amounted to \$240,000 per year for 10 years past.

The lake strike began at midnight, Apr. 30, the agreement of the dock managers with the longshoremen expiring May 1. Altho the dock managers have nothing to do with the vessel owners Pres. Keefe of the longshoremen declared his men would not work until the Lake Carriers Ass'n recognized the masters and pilots union, a weak organization having only a small per cent of the pilots enrolled. All other branches of labor employed on board ship will remain at work, except the firemen, and the deckhands are willing to do the work of the firemen. Ship-owners are not averse to a brief tie-up that will raise rates. The vesselmen will not recognize the pilots union since they feel the owner should have two men aboard ship who are not controlled by a labor union.

### No Results.

Elevator Manager: The Journal is a great advertising medium.

Helper: G'wan, It's no good at all. I put a want ad in it last month and didn't get a single reply.

Manager: That is funny I secured my present position thru it. What did you advertise for?

Helper: This is the ad, "Poor young man wishes to meet beautiful girl who understand keeping elevator books, with a view to matrimony, or will accept position as manager of an elevator where I will not have to keep books."

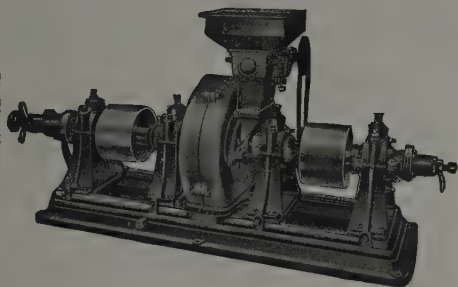


Spring Styles in Senate Millinery.—Chicago Daily News.



Can it Drag This Tail?—Indianapolis News.





### Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

### Monarch Feed Mill

Let us prove it to you by sending you one on trial.

WRITE US

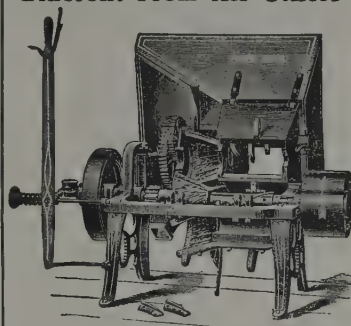
**Sprout, Waldron & Co.**  
P. O. 280, MUNCY, PA.

### Bowsher Feed Mills

(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and Grind all kinds of small grain; *separately or mixed*. Will grind Kaffir Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

**Different From All Others**



**Lightest Running**  
Best Built. Finest Finish.

**HANDIEST TO OPERATE**

SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

**They are Built for Business.**

THE N. P. BOWSHER CO., South Bend, Ind.



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## "TWENTY-ONE LARGE STEEL MONITORS"

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### Fire-Proof Pv Elevator at Duluth

now under course of construction by the Barnett & Record Co., Minneapolis.

### This is a Record Breaker

being the largest single order for Fire Proof machines ever placed and was not awarded until the different makes of machines were carefully investigated, the Pv Company desiring the VERY BEST that money would buy.

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316-318 4th Ave. So. Minneapolis, Minn., A. F. Shuler, Agent.  
Berger Carter Company, San Francisco, Cal.  
Hotel Savoy, Kansas City, Mo., H. C. Draver, Southwestern Agent.

### Wheat Check Held Over Six Years Void.

One of the annoying practices by farmers is the holding of wheat tickets for years and until the elevator man has forgotten whether the check for which the grower asks pay has long ago been settled, or whether the check is a duplicate or counterfeit.

A Michigan farmer waited 12 years to demand pay on a wheat check, tho in the meantime the elevator firm had published notice of dissolution and that all stored grain must be sold.

William O. Freeman, who owned a farm near the town of Nashville, Mich., on Dec. 14, 1885, stored with Ingerson & Co., who operated a grain elevator in town, 105 bus. of wheat, and was given a ticket stating that the grain was "subject to his order of sale on or before July 1, 1886."

Stephen S. Ingerson had been engaged in the grain business from July, 1881, to February, 1887, his partner being Simon Overholt. In February, 1887, Mr. Ingerson sold his interest to Henry Reynolds.

Farmer Bill made no demand on the check until Aug. 24, 1897, about 10 years after Mr. Ingerson had quit the grain business; and did not begin suit until July 27, 1903, nearly 6 years after demand.

The grain books of Ingerson & Co. had been left with Mr. Overholt, who died somewhere in Ohio 6 years before the case was tried. Search was made for the books in various places, but nothing could be ascertained of their whereabouts.

Suit was brot by Farmer Bill in a justice court, against Mr. Ingerson, and the justice decided the careless farmer had no cause for action. The farmer took an appeal to the circuit court of Barry County, and was given judgment for \$135. Mr. Ingerson appealed to the Supreme Court of Michigan, and in January, 1906, the decision of the circuit court was reversed.

Judge Blair of the Supreme Court said: We think that the rule supported by the greater weight of authority is that, where a demand is necessary to create a cause of action, such demand must be made within a reasonable time, which, by analogy to the statute of limitations, will be

deemed to be six years. Kimball v. Kimball, 16 Mich. 220; Palmer v. Palmer, 36 Mich. 493; Smith v. Smith's Estate, 51 N. W. 694; Jewell v. Jewell's Estate (Mich.) 102 N. W. 1059; In re Estate of Ridgeway Emmons (opinion filed Dec. 15, 1905) 105 N. W. 758; Atchison, etc., Ry. Co. v. Burlingame Tp., 36 Kan. 628; Codman v. Rogers, 10 Pick. 119; Pitts, etc., Ry. Co. v. Byers, 32 Pa. 112, 22; Ball v. Keokuk, etc., 62 Iowa, 753. We do not find in this record any special circumstances to excuse the making of such demand. On the contrary, it clearly appears that there was a conversion of this wheat, to the knowledge of plaintiff, in 1887. Counsel for plaintiff state, at page 1 of their brief, that "after Mr. Ingerson, the defendant, went out of the elevator business in 1887, and after Mr. Freeman noticed that Mr. Reynolds was conducting the elevator business, he claims that he went to Mr. Ingerson, the defendant, and asked him what he had done with his stored wheat; that he (Ingerson) stated that he had turned it over to Mr. Reynolds." Upon any view which can be taken of the facts of this case, the statute of limitations had run against the plaintiff's cause of action, and a verdict should have been directed for the defendant.—106 N. W. 278.

### Pointers from the Working Floor.

To prevent water standing in your elevator boots place them upside down.

WANTED small car of cheat for mixing purposes. Must be No. 1, sweet and clean. Address Wheat Grinder, care of Barney.

When a patron falls into your grain dump dock him heavily for grain spoiled. This will enable you to compromise should he sue you for damages.

To determine if your scales are weighing correctly—have your best patron ask your competitors.

The frequent choking of your elevator legs may be traceable direct to the wheels in their heads.

To remove weevil from wheat spread it in a thin layer over the floor, release a dozen ant eaters and let them remain for ten days. At the end of which time all weevil will be devoured.

### PERSONALLY CONDUCTED FOUR WEEKS' EASTERN TOUR.

A personally conducted party in a special train of Pullman sleepers, including a dining car, will leave Chicago via the Wabash, July 5th, for a few weeks' tour of the East, covering the following route: Detroit, Toronto, Niagara Falls, Kingston, St. Lawrence River, Thousand Islands, Montreal, Ottawa, Quebec, White Mountains, Portland, Me., Old Orchard, Portsmouth, Plymouth, Boston, New York, Philadelphia, Baltimore, Washington, Pittsburg and Toledo.

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LUMBER DISTRICTS,  
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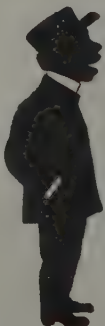
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Leave Peoria .....	8:30 am	12:45 noon	11:45 pm
Arrive Chicago .....	1:30 pm	5:04 pm	7:15 am

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**GRAIN DEALERS NATIONAL ASSOCIATION, Chicago, June 4-5.**  
**MILLERS NATIONAL FEDERATION CONVENTION, Milwaukee, June 20-21-22.**

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**CHICAGO**

## Seeds

Seedsmen are having an unprecedented demand for durum wheat seed.

The clover seed market is quiet. Weather developments will affect the October future.

D. F. Bridges has purchased the seed and feed business of L. Staples at Beatrice, Neb.

The Capital Seed Co., of Des Moines, Ia., has suspended business. Its liabilities are \$2,744.

Crimson clover is looking well; English clover not so well.—J. P. Masten, Harrington, Del.

Young clover is standing the continued dry weather very well.—Agt. Nading Mill & Grain Co., Boggstown, Ind.

Clover, in the vicinity of Jamestown, Ind., is reported by J. K. Hinkle & Co. as doing well.

The acreage of clover seed is reported as 91 per cent of an average, the high price of seed tending to reduce the area, states the report of the Ohio Department of Agri. issued May 1. The average date of seeding was Mch. 26.

A seed warehouse will be erected by O. Gandy & Co. adjoining their grain elevator at South Whitley, Ind. The building will be of brick, 22x64 ft., the first floor being used for the storage of clover and timothy seed and the second floor for the seed cleaning machinery.

Harry O. Chamberlain was appointed receiver for Wm. H. Everitt, seedsmen, of Indianapolis, Ind., May 3, on petition of his brother James A. Everitt, the holder of an interest in the firm, who alleges William has deserted the business and left it in bad condition.

"To bestow upon a small percentage of their constituents a gift in the form of a package of seeds costing 1 cent, the majority of the House voted to appropriate 434 cents. It is the most widely distributed paternalism under the sun. It is appropriating public money for private use."—Representative Tawney of Minnesota, chairman of the appropriations committee.

The wet February, with the complete absence of business during March, has left an indelible mark in the consumptive demand for clover seed for this season, and which cannot now be overtaken. This simply means that this year's actual consumptive demand will represent two months instead of the usual three. A late season never does anyone any good.—*London Corn Circular.*

The C. H. Lilly Co., seed dealers of Seattle, Wash., have a branch store at San Francisco, Cal. Their loss by the earthquake and fire is \$5,000, fully insured. The store was burned, but a lot of seed that had just been landed from two steamers escaped on the wharf. Another lot of seed in a warehouse also was saved. Temporary offices have been opened in Clay street.

Puerile and silly arguments are welcomed by the representatives in congress to bolster up their free seed graft. Who ever heard of a seed trust? Yet Congressman Gaines of Tennessee in a recent speech said: I believe that if we stop, the pouring out of these few little seeds to the farmers throughout this great republic, thus preventing the seed trust

concern from conspiring against the farmers, like the beef trust has done, I believe we will have the seed trust. But this keeps it down. It is free trade in seed. That is what it is, gentlemen, free trade in seeds. It is the only thing to hold off a seed trust.

Graft still holds fast the national congressmen, two-thirds of whom voted May 2 to continue the free distribution of garden and flower seeds to constituents. A committee and a sub-committee had reported against the free seed appropriation; but the temptation to put their hands into the public treasury for their private benefit was too great for the representatives to resist. The free seeds to farmers as a campaign card has fallen to a par with free beer to city voters.

Mangelsdorf Bros., dealers in grass and field seeds, at Atchison, Kan., suffered some loss, Apr. 26, by the explosion of the 16-h. p. gasoline engine in their elevator. The base of the engine was badly wrecked, and pieces of iron an inch thick were hurled thru the windows of the engine room. Charles Netsler, while working on the floor above heard the engine making an unusual noise, went down and shut off the engine. As he did so the explosion occurred. Fortunately for him the iron was thrown in the opposite direction, and he received only small burns on the arms.

Clover seed receipts at Toledo for the week ending May 5 were 1,000 bags; compared with 500 for the corresponding week one year ago. Receipts for the season have been 80,500 bags; compared with 78,800 bags for the same period of last season. Shipments for the week ending May 5 were 2,000 bags; compared with 500 bags for the corresponding week one year ago. Shipments for the season have been 85,700 bags; compared with 84,300 bags for the same period of last season. Alsike receipts at Toledo this season have been 7,050 bags; compared with 12,000 last year.

Seed receipts at Chicago for the week ending May 5 were 182,900 pounds of timothy seed, 266,618 pounds of clover seed, 307,110 pounds of other grass seeds and 88,400 bus. of flaxseed; compared with 552,267 pounds of timothy seed, 1,690 pounds of clover seed, 275,050 pounds of other grass seeds and 13,500 bus. of flaxseed for the corresponding week of 1905. Shipments for the week ending May 5 were 448,512 pounds of timothy seed, 43,699 pounds of clover seed and 1,282,429 pounds of other grass seeds; compared with 571,362 pounds of timothy seed, 29,767 pounds of clover seed, 882,881 pounds of other grass seeds and 1,091 bus. of flaxseed for the corresponding week of last year.

The board of U. S. General Appraisers at New York on Apr. 23 decided that: The term "grass seeds" in paragraph 656, tariff act of 1897, is not used in its scientific botanical sense and restricted to plants of the order *gramineae*, or true grasses, but includes other herbage which serves for pasture or forage of cattle and which has come to be popularly or commercially known as grass. The seed of the vetch, one of the so-called "artificial grasses," which is a leguminous plant used extensively for pasture and forage purposes and classed with grasses and forage plants by the seed trade, is free of duty as "grass seed," under said paragraph 656, and is not dutiable as a seed not specially provided for, under paragraph 254.

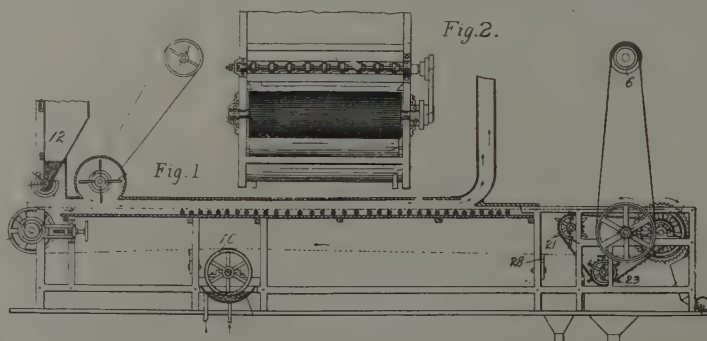
## Clover Seed Cleaning Machine.

In raising clover the greatest trouble encountered by the farmer is a noxious weed, a species of plantain, variously known as ribwort, ripple grass and buckhorn, the latter being its familiar name among dealers in clover seed.

These seeds are so nearly alike in weight, form and specific gravity that the mechanical separation of the two has heretofore been found impossible. The fact that the presence of 5 per cent of buckhorn seed in a bushel of clover seed sometimes diminishes its value as much as 75 per cent illustrates the gravity of the difficulty.

Thomas M. Prine of Toledo, O., has invented a machine for the separation of buckhorn seed from clover seed, which depends for its operation on the fact that buckhorn contains a mucilaginous substance, which, when moistened, will cause it to adhere to any surface. In clover seed this property is wholly absent. Mr. Prine utilizes this discovery by feeding the mixed seed upon the top of a horizontally moving endless belt or apron which in its course is moistened before receiving the seed, and which, after receiving the seed is dried. All the foul seed adheres to the belt and when the dried part of the belt passes over its pulley and is reversed on its return passage the clover seed by its own gravity, drops off into a suitable receptacle, while the adhering foul seed passes on with the belt, and before the belt is again moistened is scraped off into another and separate receptacle.

In the engraving herewith Fig. 1 is a side elevation of Mr. Prine's machine, and Fig. 2 an end elevation. The endless belt of canvas travels over two pulleys at the ends of the frame, being driven by a driving belt on a pair of cone pulleys, 6. The bottom part of the horizontally traveling



Wet Process of Separating Buckhorn from Clover Seed.



belt passes over a roller, 10, covered with felt and immersed in a tank of water. The seed to be treated is fed into the hopper, 12, and spread on the belt, which here moves toward and slides on a horizontal coil of steam pipes. Air is blown over the belt at the same time. A wheel, 23, having brushes, and a wheel, 21, having knockers, are driven by chain. When the upper part of the belt passes above the wheel, 21, the wings of the wheel lightly knock against the under side of the belt and loosen any clover seed which may have adhered, the clover seeds dropping into a hopper. Continuing in its course the belt passes over the scraper, 28, where the adhering buckhorn is scraped off and dropped into a second hopper.

Letters patent, No. 818,118, have been granted Mr. Prine for his invention.

## The Making of Crop Reports.

They stood upon the platform of the little station at Slamdoun, N. D., on a beautiful day in the summer of 1906, as the train drawing the magnificent private car rolled in. "Who is that handsome gentleman in the buffet end of the car, reclining so luxuriantly and smoking that big cigar?" he asked.

"That," said the station agent, "is Jed-gones, the famous Minneapolis crop estimator."

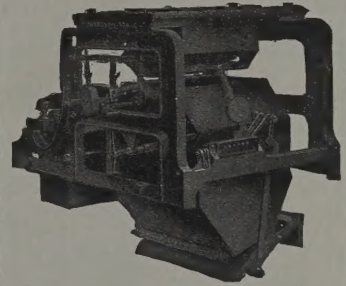
"And who," he persisted, "are those rough-looking men climbing down off that freight train?"

"They are the committee that he carries with him to audit his reports."—*Minneapolis Journal*.

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Never be in doubt about returns.  
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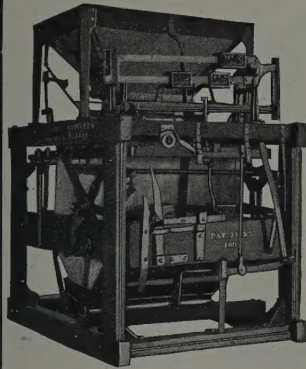


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## AUTOMATIC SCALES

For weighing grain into cars,  
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Guaranteed to be accurate,  
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on approval. Prices reason-  
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## The American Grain Meter

Was born and raised in an Elevator. It was brought up by an elevator man who knew from his own experience just what was needed. The result is a

Practical  
Every Day  
Reliable  
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### Grain Weigher for the Country Elevator

There is no mystery about it—no hidden parts, everything in plain view, including the grain.

**LOOK AT THE CUT** 

Its simplicity must attract you.  
It is made entirely of steel and iron.  
It doesn't require an expert to operate it.  
It does away with the man behind the hopper scale.

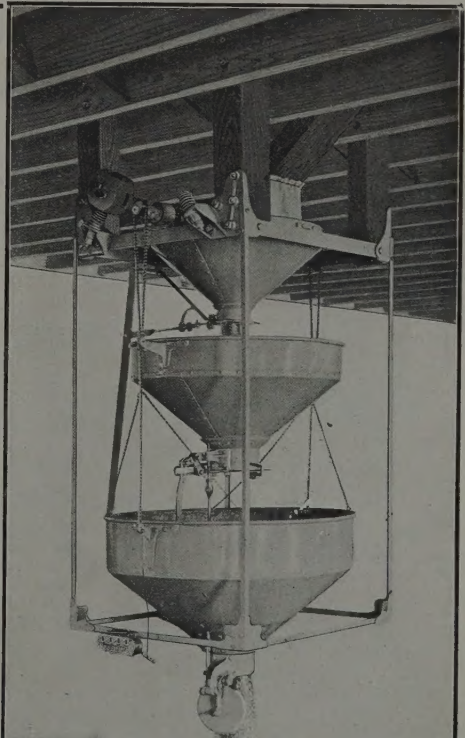
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**The operator turns on the Grain, the Meter does the Weighing**

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Brown & Varney, - - - Cincinnati  
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Robert Craig, - Minneapolis  
Wm. Robinson, Des Moines



**THE AMERICAN GRAIN METER**



## Patents Granted

Internal Combustion Engine. No. 819,557. John B. King, Plymouth, Eng.

Internal Combustion Engine. No. 819,258. Carl W. Weiss, Brooklyn, N. Y.

Green Malt Turning Machine. No. 819,145. Hans G. Krauss, Altoona, Pa.

Igniter Adjuster for Engines. No. 819,283. Thos. B. Jeffery, Kenosha, Wis.

Regulator for Gas and Petroleum Motors. No. 818,612. Henry Crouan, Clichy, France.

Mixing and Combining Device for Gas Engines. No. 819,239. Leonard J. Marks, San Francisco, Cal.

Feeding and Igniting Mechanism for Explosion Motors. No. 819,148. Franz R. Lorenz, Gumbinnen, Germany.

(see cut) Chas. S. Upham, Odell, Ill. Dump sills are mounted on a platform, the movement of the sills being prevented by a lock device. A check bar prevents operation of the sill actuating mechanism until the sills have been unlocked. The sills are raised by a windlass.

Adjustable Spout or Conveyor. No. 818,762. (see cut) Stacy B. Hart, Peoria, Ill., assignor to Hart Grain Weigher Co., Peoria. The spout is pivoted and rotatable and has a telescopic support adjusted by a spring pressed pin. The under brace is controlled by a hand rod from the outlet end of the spout.

Grain Cleaner. No. 818,944. (see cut) Amos W. Eaches, Rosemont, Pa. An inclosed casing has at one end a hopper and at the other end a series of chutes. Within the casing are screens arranged one beneath the other and inclined in opposite directions. Beneath each screen is an inclined partition. Fans in the casing are driven by the weight of the material falling on a wheel.

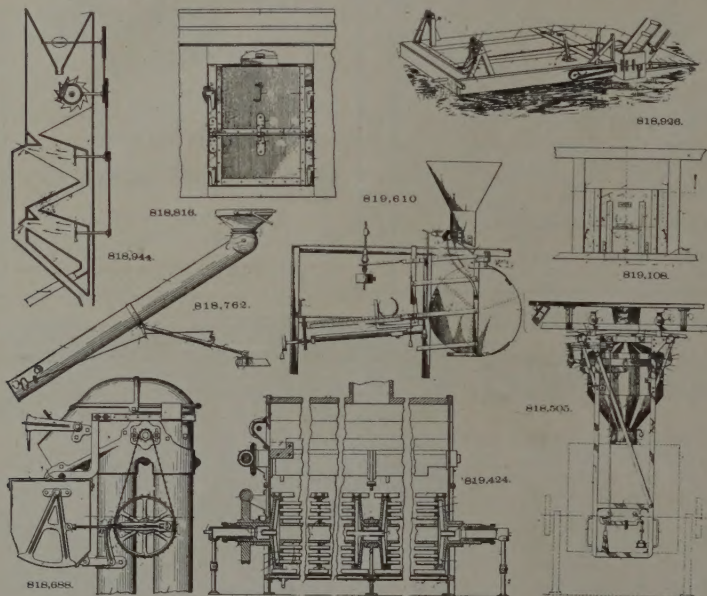
Grain Car Door. No. 819,108. Gustave

strengthening bead or column, the door being arranged to bear against one side of the door frame. The door is composed of upper and lower sections, hinged together.

Grain Drier. No. 819,424. (see cut) Wilhelm Griesser, Joplin, Mo., assignor to Olga Koehn, New York, N. Y. Arranged side by side in a casing are two troughs having between their heads a deflector on which the material is delivered and divided. Stirring devices feed the material along the troughs at the same time that it is heated. From the troughs the material is received into a drum having steam spaces at the ends. The drum rotates in a trough.

Automatic Weighing Apparatus. No. 819,610. (see cut) Benjamin. Simons, Charleston, S. C. The machine comprises a hopper with a plurality of openings and having a plurality of gates for closing, a balance frame, and means for closing the primary gate consisting of a floating frame and a tripping bar, whereby no frictional resistance is transmitted to the balance frame during the closing of the gate. The balance frame is counter-weighted, and the gage for the adjustable weight is moved by reversely arranged differential screws. On the peripheries of the rotary buckets are stop shoulders. Spring catches are arranged to pass by the sides of the buckets, each formed to provide a tapering notch between it and the opposite shoulder.

Many grain dealers will attend the convention of the Millers National Federation at Milwaukee, Wis., June 20-22.



Valve Mechanism for Gas Engines. No. 818,714. Harry J. Smith, Buffalo, N. Y., assignor to the Alberger Co., Buffalo.

Sparkling Ignition Controlling Means for Explosive Engines. No. 818,460. Jos. S. Moreland, Rochester, N. Y., assignor of 1/2 to Moss Mosely, Rochester.

Means for Cooling Internal Combustion Engines. No. 818,735. Fred H. Bogart, New Britain, Conn., assignor to Corbin Motor Vehicle Corporation, New Britain.

Valve and Ignition Mechanism for Internal Combustion Engines. No. 819,116. Herbert Austin, Birmingham, Eng., assignor to the Wolsley Tool & Motor Car Co., Birmingham.

Traveling Hopper Scale. No. 818,505. (see cut) Friedrich J. Wolf, Kansas City, Mo. The hopper, its levers and scale beam are mounted in a rigid frame which travels on an overhead trackway, so that the one scale may serve several bins as well as move the grain or flour from place to place.

Grain Dump and Elevator. No. 818,926.

Willson, Alfred E. Ostberg and Erick Ostberg, Geona, Neb. A sliding and swinging grain door is provided with an auxiliary gate opening therein and downwardly and inwardly tapering guides, which are engaged by a gate having metallic edges. The door is held in various positions of adjustment within the guides by a cam lever pivotally secured to a flange.

Automatic Weigher. No. 818,688. (see cut) Jas. R. Harrison, Peoria, Ill., assignor to Hart Grain Weigher Co., Peoria. The delivery spout and the weigher bucket each have control gate operated by a shaft driven by sprocket and chain from the shaft of the elevator head pulley. A trip pivotally related to the weigher bucket controls the clutch mechanism on the driven sprocket.

Grain Door. No. 818,816. (see cut) Wm. J. Cocklin, Rising City, Neb. The door has a metallic binding plate running along its edge, the plate having its edges fastened to the side faces of the door. An intermediate portion projects outward from the face of the door to form a

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Insurance in force.....\$8,987,542.00  
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CHAS. H. RIDGWAY, Secretary

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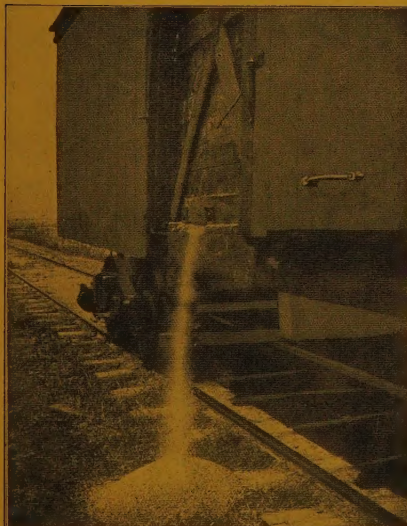


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by leaky cars. They are also lost by paying high rates for permanent insurance and high charges of short rates for temporary grain insurance. Use care and judgment in cooping and loading a car and in selecting a company for your insurance. You can get a car that will deliver your grain safe. You can get an insurance company that will furnish elevator insurance at cost. That company is the

  
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It is a company organized for and controlled by the grain dealers and insures grain dealers' property only. It is the only company that gives extra credit for care and maintenance of the elevator insured.

Its financial standing to amount at risk is always as strong as its competitors' and, to-day, because of San Francisco conflagration, it is stronger. Its cost on separate elevators insured is not loaded to help pay for a number of losses by one fire. If you understood its system of inspection and selection and economy of management, you would understand why its loss and expense ratios are one-half the old system. That you may know what we can do for you when present insurance expires, write to-day to

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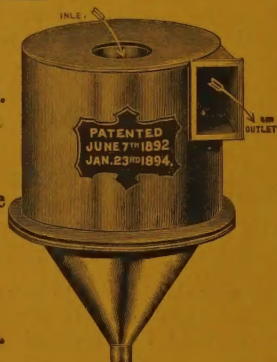
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